SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

TIME TABLE

116

FOR THE

WESTERN DIVISION

To Take Effect Sunday, January 5, 1908, at 4:00 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only, and not intended for the use of the public

The Company reserves the right to vary from this time-table at pleasure

E. E. CALVIN,
General Manager.

W. R. SCOTT,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

J. H. YOUNG,
General Superintendent.

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry.

Time Table No. 116

January 5, 1908

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations	SECOND CLASS	FIRST CLASS																	Distance from San Francisco	STATIONS (Foot-note*)
	§148	16	10	48	26	6	44	50	18	14	8	2	46	4	84	24	42	20		
	Martinez Passenger	Oregon Express	Fast Mail Standard Sleepers	Vallejo and Sacramento Passenger	The Owl	C. P Atlantic Express	San Ramon Calistoga & Santa Rosa Passenger	Stockton & Fresno Passenger	Sacramento & Oroville Passenger	Portland Express	Los Angeles Passenger	Overland Limited	Martinez Passenger	C. P. Atlantic Express	Bakersfield Passenger	Tonopah Express	San Ramon, Calistoga & Santa Rosa Passenger	Sacramento and Oroville Passenger		
	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	7.00PM	8.20PM	6.20PM	5.40PM	5.00PM	4.20PM	4.00PM	3.20PM	3.00PM	2.20PM	10.20AM	10.00AM	9.40AM	9.00AM	8.20AM	8.00AM	7.40AM	7.00AM	0.0	DN **SAN FRANCISCO** 4.5
	7.18	8.38	6.38	5.58	5.18	4.38	4.18	3.38	3.18	2.38	10.38	10.18	9.58	9.18	8.38	8.18	7.58	7.18	4.5	DN **OAKLAND PIER**
WI	7.28PM	8.50PM	6.48PM	6.08PM	5.28PM	4.50PM	4.28PM	3.48PM	3.25PM	2.47PM	10.50AM	10.35AM	10.05AM	9.30AM	8.47AM	8.30AM	8.07AM	7.28AM	4.5	DNR **OAKLAND PIER** 1.4
Term. Yard WFITYO																			5.9	DNR WEST OAKLAND 0.6
17,626	s 7.35	s 8.57	s 6.55	s 6.15	s 5.35	s 4.57	s 4.34	s 3.53	s 3.31	s 2.53	s 10.57	s 10.42	s 10.11	s 9.37	s 8.53	s 8.37	s 8.13	s 7.34	6.5	DR *OAKLAND 1.1
21,744																			7.6	EMERY 1.2
10,142	7.39	9.01	6.59	6.18	5.39	5.01	4.38	3.57	3.35	2.58	11.01	10.47	10.15	9.42	8.57	8.42	8.16	7.39	8.8	D *STOCK YARDS 1.6
14,659	7.42	9.04	7.03	6.22	5.42	5.04	4.41	† 4.00	† 3.38	3.01	11.04	10.51	† 10.18	9.45	† 9.00	8.45	8.18	† 7.43	10.4	WEST BERKELEY 0.8
5,844	† 7.43	9.05	7.04	6.23	5.43	5.05	4.42	4.01	3.39	3.02	11.05	10.52	10.19	9.46	9.01	8.46	8.19	7.44	11.2	CORBIN 0.5
7,367	f								f				f					f	11.7	FLEMING 0.4
7,575	f 7.46	9.07	7.06	6.25	5.45	5.07	4.44	4.03	3.42	3.04	11.07	10.54	10.21	9.48	9.03	8.48	8.21	7.46	12.1	NOBEL 0.7
7,488									f				f					f	12.8	VIGORIT (Spur) 1.1
16,974	s 7.49	9.10	7.09	6.28	5.48	5.10	4.46	4.07	s 3.46	3.07	11.09	10.58	s 10.25	9.50	9.06	8.50	8.24	s 7.50	13.9	D *STEGE 2.1
14,930	s 7.52	9.13	7.12	6.31	5.51	5.13	4.49	f 4.10	s 3.49	s 3.10	s 11.12	11.01	s 10.28	9.53	† 9.09	s 8.53	8.27	s 7.54	16.0	D *RICHMOND 1.6
14,223 W	s 7.56	9.15	7.14	6.34	5.53	5.15	4.52	† 4.12	s 3.53	3.12	11.14	11.04	s 10.31	9.56	9.11	8.56	8.29	s 7.58	17.6	DN SAN PABLO 2.1
4,170	f 8.01	9.19	7.18	6.36	5.57	5.19	4.55	4.16	s 3.58	3.16	11.18	11.08	f 10.35	9.59	9.14	8.59	8.32	s 8.02	19.7	GIANT 1.1
6,194	f 8.03	9.21	7.20	6.38	5.59	5.21	4.57	4.18	* 4.00	3.18	11.20	11.10	f 10.37	10.01	9.16	9.01	8.34	8.05	20.8	SOBRANTE 3.2
6,520	s 8.10	9.26	7.26	s 6.43	6.04	5.26	5.02	† 4.24	s 4.07	3.24	11.26	11.16	s 10.45	10.06	9.21	9.06	8.39	s 8.12	24.0	D *PINOLE 0.8
4,744																		*	24.8	HERCULES 1.7
14,695	s 8.15	9.30	7.30	6.48	6.08	5.30	5.05	4.28	s 4.12	3.28	11.30	11.21	s 10.51	10.10	9.25	9.10	8.43	s 8.18	26.5	RODEO 1.0
2,315																			27.5	OLEUM (Spur) 0.6
9,096	f 8.19	9.33	7.33	6.51	6.11	5.33	5.08	f 4.32	4.16	3.32	11.34	11.26	f 10.55	10.13	9.28	9.13	8.47	f 8.22	28.1	TORMEY 0.9
9,466	s 8.21	9.34	7.34	s 6.52	6.12	5.34	5.09 5.15	† 4.33	s 4.18	3.33	s 11.35	11.27	s 10.57	10.14	9.29	9.14	8.48 8.55	s 8.23	29.0	D ***VALLEJO JUNC.** 1.0
22,630	s 8.23	9.36	7.36	6.54	6.14	5.36	s 5.18	s 4.35	s 4.20	3.35	11.37	11.29	s 10.59	10.16	9.31	9.16	s 8.57	s 8.26	30.0	D *CROCKETT 2.1
43,542 WFITO	s 8.28PM	s 9.40PM	s 7.40PM	s 6.58PM	s 6.18PM	s 5.40PM	s 5.25PM	s 4.40PM	s 4.25PM	s 3.40PM	s 11.42AM	11.35AM	s 11.04AM	s 10.20AM	s 9.35AM	s 9.20AM	s 9.04AM	s 8.33AM	32.1	DNR **PORT COSTA**
	To Martinez see page 8	9.40	7.40	6.58	To Martinez see page 8.	To Martinez see page 8.	To Martinez see page 8.	To Martinez see page 8.	4.25	3.40	To Martinez see page 8.	11.35	To Martinez see page 8.	10.20	To Martinez see page 8.	9.20	To Martinez see page 8.	8.33	32.1	DN **PORT COSTA** 1.3
		10.10PM	8.10PM	7.18PM					4.45PM	4.00PM		11.59AM		10.45AM		9.45AM		8.50AM	33.4	DN **BENICIA**
	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(33.4)
	(1.00) 27.60	(0.50) 33.20	(0.52) 31.92	(0.50) 33.20	(0.50) 31.92	(6.50) 31.92	(0.57) 29.13	(0.52) 31.92	(1.00) 27.67	(0.53) 31.33	(0.52) 31.92	(1.00) 27.60	(0.59) 28.14	(0.50) 33.20	(0.48) 34.59	(0.50) 33.20	(0.57) 31.92	(1.05) 25.54		................Time over District ....Average speed per hour

Oakland Ferry

Automatic Block.

Double Track.

Benicia Ferry

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 and D. 72.

OBSERVE—Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5, inferior trains must govern themselves accordingly. See special rule on margin of such pages.

NOTE—* Telegraph offices, but no train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett.

See pages 4, 5 and 26 for special rules on double track.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

TRAINS WILL STOP AS FOLLOWS:

At Krieger, Nos. 18, 20 and 46 on signal.

At Eckleys, Nos. 42, 44 and 46 on signal.

§No. 148 Sundays, makes same stops as Nos. 18 and 50. Steamer connects Vallejo Junction for Vallejo.

REGISTERING STATIONS:

Oakland Pier, West Oakland, (Oakland first-class trains only), Port Costa, Benicia. (See page 24)

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry. Westward.

Time Table No. 116 January 5, 1908		FIRST CLASS																		SECOND CLASS
	Distance from Port Costa	23	25	41	15	81	17	47	13	49	9	83	3	43	45	5	19	7	1	147
		Tonopah Express	The Owl	Santa Rosa Calistoga & San Ramon Passenger	California Express	Stockton and Lodi Passenger	Oroville & Sacramento Passenger	Sacramento & Vallejo Passenger	SanFrancisco Express	Fresno & Stockton Passenger	Fast Mail	Bakersfield Passenger	C. P. Pacific Express	Santa Rosa Calistoga & San Ramon Passenger	Martinez Passenger	C. P. Pacific Express	Sacramento Passenger	Los Angeles Express	Overland Limited	Martinez Passenger
STATIONS (Foot-note★)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only
DN **SAN FRANCISCO** Oakland Ferry	32.1	7.08AM	8.48AM	9.28AM	9.28AM	10.28AM	10.48AM	11.28AM	11.28AM	12.08PM	1.08PM	4.48PM	4.48PM	6.08PM	6.48PM	7.28PM	7.28PM	7.48PM	8.28PM	10.38PM
4.5 DN **OAKLAND PIER**	27.6	6.48	8.28	9.08	9.08	10.08	10.28	11.08	11.08	11.48AM	12.48	4.28	4.28	5.48	6.28	7.08	7.08	7.28	8.08	10.18
DNR **OAKLAND PIER** Automatic Block. Double Track.	27.6	6.40AM	8.17AM	9.01AM	9.04AM	10.02AM	10.15AM	11.00AM	11.04AM	11.42AM	12.35PM	4.12PM	4.17PM	5.44PM	6.14PM	6.55PM	7.03PM	7.15PM	7.53PM	9.55PM
1.4 DNR WEST OAKLAND	26.2																			
0.6 DR *OAKLAND	25.6	s 6.34	s 8.10	s 8.54	s 8.58	s 9.56	s 10.08	s 10.54	s 10.59	s 11.34	s 12.27	s 4.05	s 4.11	s 5.39	s 6.08	s 6.48	s 6.56	s 7.08	s 7.46	s 9.46
1.1 EMERY	24.5																			
1.2 D *STOCK YARDS	23.3	6.29	8.05	8.48	8.53	9.52	10.03	10.48	10.53	11.28	12.20	3.58	4.05	5.34	6.03	6.42	6.50	7.04	7.40	9.42
1.6 WEST BERKELEY	21.7	6.26	8.02	8.43	8.50	* 9.48	* 9.59	10.45	10.50	*11.24	12.16	* 3.55	4.01	5.31	* 5.59	6.39	* 6.47	7.00	7.35	* 9.38
0.8 CORBIN	20.9	6.25	8.01	8.42	8.49	9.47	9.58	10.44	10.49	11.23	12.15	3.54	4.00	5.30	5.58	6.38	6.46	6.59	7.34	9.37
0.5 FLEMING	20.4			f											f					
0.4 NOBEL	20.0	6.23	7.58	8.38	8.47	9.45	9.56	10.42	10.47	11.21	12.13	3.52	3.58	5.28	5.56	6.36	6.44	6.57	7.32	9.35
0.7 VIGORIT (Spur)	19.3						f								f					
1.1 D *STEGE	18.2	f 6.20	7.56	s 8.34	8.44	9.42	f 9.52	10.39	10.45	11.17	12.10	3.48	3.55	5.26	s 5.52	6.33	* 6.41	6.54	7.28	s 9.32
2.1 D *RICHMOND	16.1	f 6.17	7.53	s 8.30	8.41	9.39	s 9.48	10.36	10.42	s 11.13	12.07	f 3.45	3.52	5.23	s 5.48	6.30	s 6.38	* 6.51	7.24	s 9.29
1.6 DN SAN PABLO	14.5	6.15	7.50	s 8.27	8.38	9.37	f 9.46	10.33	10.40	11.10	12.04PM	3.42	3.49	5.21	s 5.45	6.27	* 6.35	6.48	7.21	s 9.26
2.1 GIANT	12.4	6.11	7.46	f 8.20	8.34	9.34	f 9.41	10.29	10.36	f 11.05	11.59AM	‡ 3.37	3.46	5.17	f 5.40	6.23	* 6.30	6.44	7.16	9.23
1.1 SOBRANTE	11.3	6.09	7.44	8.18	8.32	9.32	f 9.39	10.27	10.34	11.03	11.57	3.35	3.44	5.15	f 5.38	6.21	6.28	6.42	7.14	9.21
3.2 D *PINOLE	8.1	6.04	7.38	s 8.11	8.27	9.27	f 9.33	10.21	10.28	s 10.57	11.52	s 3.28	3.38	5.10	s 5.31	6.15	s 6.22	6.36	7.08	s 9.15
0.8 HERCULES	7.3														†					
1.7 RODEO	5.6	6.00	7.33	s 8.05	8.22	9.23	f 9.28	10.16	10.22	f 10.51	11.47	3.23	3.33	5.06	s 5.27	6.11	6.17	6.31	7.02	9.11
1.0 OLEUM (Spur)	4.6																			
0.6 TORMEY	4.0	5.57	7.30	f 8.00	8.17	9.19	9.24	10.12	10.18	10.47	11.42	3.19	3.29	5.03	f 5.22	6.07	6.13	6.27	6.58	9.07
0.9 D ***VALLEJO JUNC.**	3.1	5.56	7.29	7.59 7.52	** 8.16	9.18	s 9.23	s 10.11	**10.17	s 10.46	11.41	s 3.18	** 3.28	5.02 4.52	s 5.21	**6.06	s 6.12	6.26	6.57	s 9.06
1.0 D * CROCKETT	2.1	5.54	7.27	s 7.50	8.14	9.16	s 9.21	s 10.09	10.15	* 10.44	11.39	3.16	3.26	s 4.50	s 5.18	6.04	s 6.08	6.24	6.55	s 9.04
2.1 DNR **PORT COSTA**	0.0	s 5.50AM	7.23AM	7.45AM	s 8.10AM	9.12AM	s 9.17AM	s 10.05AM	s 10.10AM	10.40AM	11.35AM	3.12PM	3.22PM	4.45PM	5.13PM	s **6.00PM**	s **6.00PM**	6.20PM	s 6.50PM	9.00PM
DN **PORT COSTA** Benicia Ferry	1.3	5.50	From Martinez see page 9.	From Martinez see page 9.	8.10	From Martinez see page 9.	9.15	10.05	10.05	From Martinez see page 9.	11.35	From Martinez see page 9.	From Martinez see page 9.	From Martinez see page 9.	From Martinez see page 9.	6.00	6.00	From Martinez see page 9.	6.50	From Martinez see page 9.
1.3 DN **BENICIA**	0.0	5.25AM			7.40AM		8.55AM	* 9.50AM	* 9.50AM		11.20AM					* 5.35PM	* 5.35PM		6.30PM	
(33.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only
Time over District....................		(0.50)	(0.54)	(1.09)	(0.54)	(0.50)	(0.58)	(0.55)	(0.54)	(1.02)	(1.00)	(1.00)	(0.55)	(0.59)	(1.01)	(0.55)	(1.03)	(0.55)	(1.03)	(0.55)
Average speed per hour....................		33.20	30.74	24.00	30.66	33.20	28.62	30.18	30.66	26.78	27.67	27.67	30.18	28.14	27.21	30.18	25.90	30.18	25.90	30.18

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 and D. 72.

OBSERVE—Third-class trains between Oakland and Port Costa are scheduled on pages 4 and 5, inferior trains must govern themselves accordingly. See special rule on margin of such pages.

NOTE—* Telegraph offices but no Train Order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett.

See pages 4, 5 and 26 for special rules on double track.

Trains must get clearance card before leaving Port Costa.

*47 and 13 cross together on Benicia Ferry.
No. 19 and 5 cross together on Benicia ferry.
No. 19 connects with Steamer Vallejo Junction.

TRAINS STOP AS FOLLOWS:

At Krieger, Nos. 45 and 17 on signal.
At Eckleys, Nos. 41 and 45 on signal.
‡ Stop on signal, Saturdays only, to receive passengers.
** Nos. 3 and 5 will stop at Vallejo Junction to leave passengers from east of Sparks; also 13 and 15 passengers north Ashland.

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FERRY			THIRD CLASS					Distance from San Francisco.	Time Table No. 116 January 5, 1908.	
	Steamer Trip	Steamer Trip	Steamer Trip	218 Sacramento Freight	266 Mendota Freight	268 Way Freight	220 C. P. Through Freight	202 Sacramento Freight		STATIONS (Foot-note*)	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			
									0.0	DN **SAN FRANCISCO** 4.5	Oakland Ferry
									4.5	DN **OAKLAND PIER**	
W									4.5	DNR **OAKLAND PIER** 1.4	
Term. Yard TYWFIO				11.45AM	**11.25**AM	7.40AM	4.00AM	12.05AM	5.9	DNR WEST OAKLAND 0.6	
17,626				11.55	11.35	7.48	4.10	12.15	6.5	DR *OAKLAND 1.1	
21,744									7.6	EMERY 1.2	
10,142									8.8	D *STOCK YARDS 1.6	
14,659									10.4	WEST BERKELEY 0.8	
5,844									11.2	CORBIN 0.5	
7,367									11.7	FLEMING 0.4	
7,575									12.1	NOBEL 0.7	
7,488									12.8	VIGORIT (Spur) 1.1	Automatic Block.
16,974									13.9	D *STEGE 2.1	
14,930									16.0	D *RICHMOND 1.6	
14,223 W									17.6	DN SAN PABLO 2.1	Double Track.
4,170									19.7	GIANT 1.1	
6,194									20.8	SOBRANTE 3.2	
6,520									24.0	D *PINOLE 0.8	
4,744									24.8	HERCULES 1.7	
14,695									26.5	RODEO 1.0	
2,315									27.5	OLEUM (Spur) 0.6	
9,096									28.1	TORMEY 0.9	
9,466									29.0	D ***VALLEJO JUNC.** 1.0	
22,630									30.0	D *CROCKETT 2.1	
43,542 TFIWO				1.45PM	1.05PM	12.40PM	5.40AM	1.40AM	32.1	DNR **PORT COSTA**	
	6.00PM	6.50AM	5.05AM	1.45PM	Via Martinez see page 8.		Via Martinez see page 8.	1.40AM	32.1	DN **PORT COSTA** 1.3	Benicia Ferry
	6.15PM	7.00AM	5.20AM	2.45PM				2.30AM	33.4	DN **BENICIA**	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		(33.4)	
				(2.00)	(1.40)	(5.00)	(1.40)	(1.13)		............Time over District	
				13.10	15.72	5.25	15.72	16.59		............Average speed per hour	

☞ OBSERVE—First-class and second-class trains between Oakland and Port Costa are scheduled on pages 2 and 3 of this Time Table; inferior trains must govern themselves accordingly.

On double track between Oakland Pier, West Oakland and Port Costa, THIRD-CLASS and EXTRA TRAINS will move with the current of traffic, being governed by Automatic Block Signals, and must clear the time of FIRST-CLASS trains as required by Rule D-86. Telegraph offices at stations named on pages 2, 3, 4 and 5 will be maintained without Semaphores, orders on Form 19 to be issued at such stations when desirable.

Extra trains moving with current of traffic between Oakland Pier, West Oakland and Port Costa, on double track will not require telegraphic orders for such movements, but will report before leaving initial Terminal and obtain proper clearance. (Exception). Port Costa yard engines must receive telegraphic orders. (see page 26).

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 and D 72.

NOTE—* Telegraph offices but no train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett.

See above and page 26 for special rules on double track.

Freight trains must not exceed 30 miles per hour.

Trains must get clearance card before leaving Oakland Pier or West Oakland.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco, Port Costa, Benicia and Benicia Ferry. Westward.

Time Table No. 116 January 5, 1908.			THIRD CLASS							FERRY			
			201	265	219	217	241	267	221				
		Distance from Port Costa.	Oregon & Red Bluff Freight	Mendota Freight	Ogden Freight	Freight	El Paso Freight	Way Freight	Portland Fast Freight	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip
	STATIONS (Foot-note*)		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Oakland Ferry	DN **SAN FRANCISCO** 4.5	32.1											
	DN **OAKLAND PIER**	27.6											
Automatic Block. Double Track.	DNR **OAKLAND PIER** 1.4	27.6											
	DNR WEST OAKLAND 0.6	26.2	1.45 AM	5.30 AM	6.55 AM	7.15 AM	**11.25** AM	5.25 PM	10.40 PM				
	DR *OAKLAND 1.1	25.6	1.35	5.20	6.45	7.05	11.15	5.15	10.30				
	EMERY 1.2	24.5											
	D *STOCK YARDS 1.6	23.3											
	WEST BERKELEY 0.8	21.7											
	CORBIN 0.5	20.9											
	FLEMING 0.4	20.4											
	NOBEL 0.7	20.0											
	VIGORIT (Spur) 1.1	19.3											
	D *STEGE 2.1	18.2											
	D *RICHMOND 1.6	16.1											
	DN SAN PABLO 2.1	14.5											
	GIANT 1.1	12.4											
	SOBRANTE 3.2	11.3											
	D *PINOLE 0.8	8.1											
	HERCULES 1.7	7.3											
	RODEO 1.0	5.6											
	OLEUM (Spur) 0.6	4.6											
	TORMEY 0.9	4.0											
	D ***VALLEJO JUNC.** 1.0	3.1											
	D *CROCKETT 2.1	2.1											
	DNR **PORT COSTA**	0.0	12.15 AM	3.10 AM	5.05 AM	5.15 AM	9.20 AM	2.15 PM	9.10 PM				
Benicia Ferry	DN **PORT COSTA** 1.3	1.3	12.15 AM	Via Martinez see page 9	5.05 AM	Via Martinez see page 9	Via Martinez see page 9		9.10 PM	12.20 PM	3.00 PM	4.15 PM	7.30 PM
	DN **BENICIA**	0.0	11.25 PM		4.15 AM				8.20 PM	12.05 PM	2.45 PM	4.00 PM	7.18 PM
	(33.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.30)	(2.20)	(1.55)	(2.00)	(2.05)	(3.10)	(1.30)				
	Average speed per hour		17.52	11.22	14.29	13.10	12.81	8.29	17.52				

☞ OBSERVE—First-class and second-class trains between Oakland and Port Costa are scheduled on pages 2 and 3 of this Time Table; inferior trains must govern themselves accordingly.

On double track between Oakland Pier, West Oakland and Port Costa, THIRD-CLASS and EXTRA TRAINS will move with the current of traffic being governed by Automatic Block Signals, and must clear the time of FIRST-CLASS trains as required by Rule D-86. Telegraph offices at stations named on pages 2, 3, 4 and 5 will be maintained without Semaphores, orders on Form 19 to be issued at such stations when desirable. (See page 26.)

Extra trains moving with current Traffic between Oakland Pier, West Oakland and Port Costa on double track will not require telegraphic orders for such movements, but will report before leaving initial Terminal and obtain proper clearance. (Exception). Port Costa yard engines must receive telegraphic orders. (See page 26.)

On single track west-bound trains are superior to trains of the same class in the opposite direction. See Rule 72 and D 72.

NOTE—* Telegraph offices but no train order Semaphores at Oakland, Stock Yards, Stege, Richmond, Pinole, Vallejo Junction and Crockett.

See above and page 26 for special rules on double track.

Freight trains must not exceed 30 miles per hour.

Trains must get clearance card before leaving Port Costa.

REGISTERING STATIONS:

Oakland Pier, West Oakland, (Oakland—first class only), Port Costa, Benicia. (See page 24.)

Dispatcher's office Oakland Pier will telegraph West Oakland arrival and departure first-class trains. Operators will enter same on register.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Benicia and Sacramento.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS						SECOND CLASS				FIRST CLASS									Distance from San Francisco.	Time Table No. 116 January 5, 1908
	270	276	218	274	272	202	114	112	54	56	16	10	48	18	14	2	4	24	20		
	Red Bluff Freight	Marysville Freight	Sacramento Freight	Way Freight	Portland Fast Freight	Sacramento Freight	Davis Passenger	Red Bluff Passenger	Oroville Passenger	Oroville Passenger	Oregon Express	Fast Mail Standard Sleepers	Sacramento Passenger	Sacramento and Oroville Passenger	Portland Express	Overland Limited	C. P. Atlantic Express	Tonopah Express	Sacramento & Oroville Passenger		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**
											8.20PM	6.20PM	5.40PM	3.00PM	2.20PM	10.00AM	9.00AM	8.00AM	7.00AM	0.0	DN **SAN FRANCISCO** 33.4
18,530 WTF			2.45PM	7.00AM		2.30AM					s10.10PM	s 8.10PM	s 7.18PM	s 4.45PM	s 4.00PM	11.59AM	s 10.45AM	Foot Note **9.45**AM	s 8.50AM	33.4	DNR **BENICIA** 0.8
3,369			2.48	7.03		2.34					10.12	8.12	7.19	4.47	4.02	12.01PM	10.47	9.47	f 8.52	34.2	MAIL DOCK 0.6
1,549			2.50	7.07		2.38					10.13	8.13	7.20	f 4.48	4.03	12.02	10.49	9.48	f 8.53	34.8	ARMY POINT 0.7
			2.53	7.08		2.42					10.15	Foot-note **8.15**	7.22	4.49	Foot-note **4.05**	12.03	10.51	Foot-note **9.49**	Foot-note **8.54**	35.5	ARSENAL 3.5
6,580 W			3.02	**7.25**		2.58					10.22	8.22	7.28	f 4.57	4.12	12.09	**11.07**	9.57	f 9.01	39.0	DN GOODYEAR 1.0
860												**		f					f	40.0	HOYT (Spur) 3.2
3,046			**3.23**	7.45		**3.24**					**10.31**	** 8.31	**7.35**	Foot-note f **5.07**	4.21	12.15	11.14	10.04	f 9.09	43.2	CYGNUS 1.0
2,053			3.26	7.50		3.28					10.33	** 8.33	7.37	f **5.16**	4.23	12.17	11.16	10.06	f 9.11	44.2	TEAL 2.4
3,531			3.36	8.00		3.40					10.38	8.38	7.41	5.20	4.28	12.22	11.20	10.11	Foot-note **9.18** **9.26**	46.6	SPRIG 2.9
32,026 WFTYO			3.50	**8.15** **9.32**		4.00 **4.52**					s 10.43	s 8.44	s 7.46	s 5.28	s 4.35	12.27	s 11.25	s 10.18	s **9.32**	49.5	DNR **SUISUN** 3.4
6,032			4.08	**10.17** **10.45**		5.10					10.49	**8.50**	7.51	s 5.36	**4.46**	12.32	11.30	**10.27**	s 9.38	52.9	D * TOLENAS 1.9
944														f						54.8	VANDEN 1.6
6,702			**4.31** **4.57**	11.05		5.25					10.56	8.57	7.56	f **5.50**	Foot-note **4.57**	**12.37**	11.36	**10.40**	f 9.43	56.4	CANNON 4.1
12,978 WTFY			**5.39** **5.59**	**11.43**AM		5.40					11.03	9.04	**8.02**	s **5.59**	* 5.04	12.43	s **11.43**	10.48	s 9.50	60.5	DNR **ELMIRA** 4.7
5,077			6.23	**12.50**PM		6.00					11.11	9.12	8.09	s 6.08	**5.12**	**12.50**	11.50	**10.58**	s 9.58	65.2	D BATAVIA 3.3
9,519 W			6.36	1.30		**6.25**					11.17	9.17	8.14	s 6.15	* 5.17	12.55	11.55AM	11.04	s **10.05**	68.5	DN DIXON 4.3
7,131			**7.03**	2.05		6.50					11.24	9.24	8.21	f 6.22	Foot-note **5.28**	1.01	12.02PM	11.12	f **10.19**	72.8	TREMONT 2.8
307																				75.6	BRIGGSTON (Spur) 1.0
17,670 WFY	**6.50**PM	**4.35**PM	7.35	**2.45**	2.00PM	**7 25**	5.40PM	**3.58**PM	**3.53**PM	**7.25**AM	11.30	9.30	8.27	**6.30** **6.40**	s **5.35**PM	1.07	s 12.08	s **11.20**	10.25 **10.30**	76.6	DNR **DAVIS** 3.5
854							f			f				f					f	80.1	SWINGLE (Spur) 1.3
4,612	7.10	**5.10** **5.22**	7.52	3.05	**2.30**	**7.50**	f† **5.53**	**4.17**	f**4.17**	**7.38**	**11.38**	9.38	8.34	6.48		1.14	12.17	11.28	10.38	81.4	DN WEBSTER 3.5
1,635	7.23	**5.37**	8.03	3.18	2.41	7.58	5.58	4.29	4.23	7.44	11.44	9.43	8.39	6.55		1.19	12.23	11.34	10.44	84.9	KOBE 1.3
261																				86.2	LOVDAL (Spur) 1.4
2,192	7.35	5.49	8.13	**3.36**	2.48	8.06	6.02	4.39	4.29	7.48	11.49	9.48	8.44	7.00		1.24	12.28	11.39	10.49	87.6	MIKON 2.2
Term Yard WFTO	7.50PM	**6.00**PM	8.30PM	**3.55**PM	3.00PM	**8.15**AM	**6.10**PM	**4.45**PM	**4.35**PM	7.55AM	11.55PM	9.55PM	8.50PM	7.10PM		1.30PM	12.35PM	11.45AM	**10.55**AM	89.8	DNR **SACRAMENTO**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(56.4)
	(1.00)	(0.50)	(5.45)	(8.55)	(1.00)	(5.45)	(0.30)	(0.47)	(0.42)	(0.30)	(1.45)	(1.45)	(1.32)	(2.25)	(1.35)	(1.31)	(1.50)	(2.00)	(2.05)	...............Time over District	
	13.20	15.84	9.74	7.67	13.20	9.74	26.40	17.15	18.50	26.46	32.31	32.31	36.66	24.33	27.15	37.18	29.85	28.02	28.72	...............Average speed per hour	

Double Track.

Automatic Block

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72 and D 72), except as per foot-notes.

FOOT-NOTES—No. 13 will wait at Sprig until 9.24 a. m. for No. 20.
No. 19 will wait at Cygnus until 5.12 p. m. for No. 18.
No. 5 will wait at Cannon until 5.01 p. m. for No. 14.
No. 1 will wait at Tremont until 5.32 p. m. for No. 14.
Nos. 17 and 20, 13, 47 and 24, 14 and 273, 10 and 221 may on their rights meet on double track between Arsenal and Benicia.

Trains must get clearance card before leaving Benicia or Davis, except Nos. 24, 2, 48, 10 and 16, which may be cleared at Davis by Semaphore.

* Tolenas. No train order Semaphore.

TRAINS WILL STOP AS FOLLOWS:

At Joyce, Trains Nos. 18 and 20 on signal and No. 10 on signal Tuesdays and Saturdays only.

At Jacksnipe, between Teal and Sprig, Nos. 18, 20 on signal and No. 10 on Tuesdays and Saturdays only during hunting season, October 1 to February 15, inclusive.

** No. 10 stops Tuesdays and Saturdays during hunting season, October 1 to February 15, inclusive.

† At Sheep Camp, 1½ miles east of Webster, Train No. 114 on signal Sundays only.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—Benicia and Sacramento.

Westward.

	Time Table No. 116 January 5, 1908	Distance from Sacramento	FIRST CLASS									SECOND CLASS				THIRD CLASS						
			23	15	17	13	47	9	19	5	1	111	53	113	55	269	275	271	273	221	201	219
			Tonopah Express	California Express	Oroville and Sacramento Passenger	SanFrancisco Express	Sacramento Passenger	Fast Mail	Sacramento Passenger	C. P. Pacific Express	Overland Limited	Red Bluff Passenger	Oroville Passenger	Davis Passenger	Oroville Passenger	Red Bluff Freight	Marysville Freight	Portland Fast Freight	Way Freight	Portland Fast Freight	Oregon and Red Bluff Freight	Ogden Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily.	Arrive Daily	Arrive Daily
	DN **SAN FRANCISCO** 33.4	89.8	7.08AM	9.28AM	10.48AM	11.28AM	11.28AM	1.08PM	7.28PM	7.28PM	8.28PM											
Automatic Block. Double Track.	DNR **BENICIA** 0.8	56.4	s 5.25AM	s 7.40AM	s 8.55AM	Foot-note s **9.43**AM	s 9.50AM	11.20AM	s 5.30PM	s 5.35PM	s 6.30PM								4.30PM	8.20PM	11.25PM	4.15AM
	MAIL DOCK 0.6	55.6	5.20	7.35	8.49	9.40	9.47	11.16	f 5.25	5.32	6.25								4.15	8.10	11.19	4.08
	ARMY POINT 0.7	55.0	5.18	7.33	f 8.48	9.38	9.46	11.14	f 5.23	5.31	6.23								4.05	8.05	11.16	4.03
	ARSENAL 3.5	54.3	5.17	7.32	Foot-note **8.47**	9.37	Foot-note **9.44**	11.13	5.21	5.30	6.22								Foot-note **4.00**	Foot note **8.00**	11.10	4.00
	DN GOODYEAR 1.0	50.8	5.12	**7.25**	s 8.40	9.31	9.38	**11.07**	s 5.15	5.24	6.17								3.40	7.48	10.50	3.45
	HOYT (Spur) 3.2	49.8			f				f													
	CYGNUS 1.0	46.6	5.04	7.16	f 8.32	9.24	9.32	11.00	Foot-note f **5.07**	5.18	6.10								**3.23**	**7.35**	**10.31**	**3.24**
	TEAL 2.4	45.6	5.02	7.14	f 8.30	9.22	9.30	10.58	f 5.05	**5.16**	6.08								3.10	7.20	10.05	3.15
	SPRIG 2.9	43.2	4.57	7.09	8.25	Foot-note **9.18**	**9.26**	10.54	4.58	5.11	6.04								2.50	7.08	9.40	2.57
	DNR **SUISUN** 3.4	40.3	* **4.52**	* 7.04	s **8.20**	* **9.13**	s **9.22**	10.51	s 4.53	5.07	6.00								2.30	6.55	9.20	2.40
	D * TOLENAS 1.9	36.9	4.45	6.56	s 8.13	9.06	9.15	**10.45**	s **4.46**	5.02	5.55								1.10	6.35	**8.50**	2.15
	VANDEN 1.6	35.0			f				f													
	CANNON 4.1	33.4	4.38	6.49	f 8.05	8.59	9.10	**10.40**	f **4.36**	Foot-note **4.57**	**5.50**								**12.37**PM	6.20	8.20	1.55
	DNR **ELMIRA** 4.7	29.3	* 4.32	* 6.42	s 7.58	* 8.53	9.04	10.35	s 4.30	4.50	**5.44**								**11.43**AM	**5.59** **5.34**	**8.02**	1.35
	D BATAVIA 3.3	24.6	4.23	6.32	s 7.47	8.44	8.57	10.29	s 4.18	4.43	5.37								**10.58**	**5.12**	7.34	1.15
	DN DIXON 4.3	21.3	4.18	**6.25**	s 7.41	8.39	8.52	**10.25**	s **4.13**	**4.38**	5.33								**10.25** **10.00**	**4.38** **4.03**	7.20	1.00
	TREMONT 2.8	17.0	4.12	6.17	f 7.33	8.33	8.47	**10.19**	f 4.05	4.31	Foot-note **5.28**								9.20	3.30	**7.03**	12.33
	BRIGGSTON (Spur) 1.0	14.2																				
	DNR **DAVIS** 3.5	13.2	* 4.05	* **6.10**	s **7.25**	**8.28**AM	**8.42**	10.14	s **3.58** **3.53**	**4.25**	5.22	**10.25**AM	**11.15**AM	**5.30**PM	**6.35**PM	**6.00**AM	6.35AM	6.50AM	**8.42** **8.15**	**2.45**	**6.30** 6.05	12.10AM
	SWINGLE (Spur) 1.3	9.7			f								f	f	f							
	DN WEBSTER 3.5	8.4	* 3.57	6.00	* 7.15		8.35	10.08	f 3.45	**4.17**	**5.15**	f 10.15	11.09	**5.22**	6.25	5.44	6.15	6.30	**7.50** **7.33**	**2.30**	**5.53**	**11.38**PM
	KOBE 1.3	4.9	3.50	5.55	7.10		8.30	10.03	3.40	4.10	5.10	10.10	11.05	5.16	6.20	5.33	6.07	6.20	7.22	2.20	**5.37**	11.18
	LOVDAL (Spur) 1.4	3.6																				
	MIKON 2.2	2.2	3.46	5.51	7.06		8.26	10.00	**3.36**	4.06	5.06	10.06	11.01	5.11	6.16	5.25	6.00	6.13	7.15	2.10	5.28	11.08
	DNR **SACRAMENTO**	0.0	3.40AM	**5.45**AM	**7.00**AM		**8.20**AM	**9.55**AM	3.30PM	**4.00**PM	**5.00**PM	**10.00**AM	**10.55**AM	**5.05**PM	**6.10**PM	5.15AM	**5.45**AM	6.05AM	**7.00**AM	2.00PM	5.20PM	11.00PM
	(56.4)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.45)	(1.55)	(1.55)	(1.15)	(1.30)	(1.20)	(2.00)	(1.35)	(1.30)	(0.25)	(0.20)	(0.25)	(0.25)	(0.45)	(0.50)	(0.45)	(9.20)	(6.20)	(6.00)	(5.15)
	Average speed per hour		32.31	29.42	29.50	34.56	37.69	42.25	28.02	35.63	37.69	31.75	39.69	3.75	31.75	17.64	15.84	17.64	6.84	8.64	10.41	11.90

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72 and D 72), except as per foot-notes.

*Tolenas—No train order Semaphore.

FOOT-NOTES—No. 13 will wait at Sprig until 9.24 a. m. for No. 20.

No. 19 will wait at Cygnus until 5.12 p. m. for No. 18.

No. 5 will wait at Cannon until 5.01 p. m. for No. 14.

No. 1 will wait at Tremont until 5.32 p. m. for No. 14.

Nos. 17 and 20, 13, 47 and 24, 14 and 273, 10 and 221 may on their rights meet on double track between Arsenal and Benicia.

Trains must get clearance card before leaving Sacramento or Davis, except Nos. 23, 15, 47, 9, 5 and 1, which may be cleared at Davis by Semaphore.

TRAINS WILL STOP AS FOLLOWS:

At Joyce, Trains Nos. 17 and 19 on signal.

At Jacksnipe between Sprig and Teal Nos. 17 and 19 stop on signal during hunting season.

*No. 13 will stop only to leave passengers from north of Davis.

REGISTERING STATIONS:

Benicia, Davis, Sacramento Depot (1st and 2d class trains).

Sacramento (12th St.), 2d and inferior class trains.

Suisun, Elmira (Branch trains only). (See page 24).

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Port Costa and Tracy.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS					FIRST CLASS					Distance from San Francisco		Time Table No. 116 January 5, 1908
	266	**250**	**220**	**148**	**144**	**146**	**142**	**60**	**26**	**6**	**50**	**8**	**84**			
	Mendota Freight	Tracy Way Freight	Through Freight	Martinez Passenger	San Ramon Passenger	Martinez Passenger	San Ramon Passenger and Freight	San Ramon Passenger	The Owl	C. P. Atlantic Express	Stockton & Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger			
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**
				7.00PM	4.00PM	9.40AM	7.40AM	7.40AM	5.00PM	4.20PM	3.20PM	10.20AM	8.20AM	0.0		DN **SAN FRANCISCO** (32.1)
74,235 WTFI	1.15PM	12.30PM	5.40AM	8.30PM	5.31PM	11.04AM	**9.12**AM	**9.12**AM	**6.20**PM	5.45PM	**4.45**PM	**11.45**AM	9.37AM	32.1	Automatic Block.	DNR **PORT COSTA** 3.6
12,005 WT	1.35	1.00	6.00	8.40PM	s 5.40	**11.14**AM	s 9.25	s 9.20	6.28	s 5.54	s **4.53**	s 11.54AM	s 9.45	35.7		DR **MARTINEZ** 1.3
5,026					f		f	f						37.0		LEWIS 0.8
7,080					f		f	f					*	37.8		PEYTON 1.3
4,053	1.54	1.15	6.15		s 5.48PM		s 9.40AM	s 9.27AM	6.32	Foot-note **6.03**	f 5.00	12.01PM	† 9.52	39.1		DR **AVON** 3.1
13,552	2.10	1.28	6.32						6.37	6.09	f 5.06	12.07	f 9.57	42.2		D BAY POINT 3.6
	2.37 **2.53**	1.40	**6.58**						6.42	6.15	f 5.11	12.12	Foot-note f **10.08**	45.8		McAVOY 4.1
7,079	3.08	1.58	**7.28**						6.48	6.23	s 5.19	s 12.21	s **10.16**	49.9		DN CORNWALL 1.9
1,323	3.14	2.05	7.35						6.51	6.27	f 5.22	12.24	f 10.18	51.8		LOS MEDANOS 2.3
														54.1		PRINCE 0.4
4,457	3.23	**2.23** **2.38**	7.43						6.55	6.32	s **5.32**	* 12.29	s 10.22	54.5		D ANTIOCH 3.8
4,453	3.35	2.55	7.58						7.01	6.38	f 5.40	12.37	f 10.29	58.3		NEROLY 4.4
6,348 W	4.00	3.20	**8.21**						7.07	6.45	s 5.48	* 12.44	s 10.38	62.7		DN BRENTWOOD 5.2
4,940	4.20	3.45	8.45						7.13	* 6.53	s 5.58	s 12.55	s 10.49	67.9		D BYRON 4.7
3,520	**4.47**	4.10	**9.17**						7.19	7.00	f 6.06	1.04	f 10.58	72.6		HERDLYN 4.1
5,693	5.05	**4.38**	9.40						7.25	7.07	s 6.12	1.11	f 11.06	76.7		DN BETHANY 3.4
2,519	5.23	4.48	10.00						7.29	7.12	6.18	1.17	11.12	80.1		JANNEY 3.1
Term. Yard WFTYO	5.45PM	5.00PM	10.20AM						s 7.35PM	¶ 7.20PM	¶ 6.25PM	s **1.25**PM	¶ 11.20AM	83.2		DNR **TRACY**
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(51.1)
	(4.30) 11.39	(4.30) 11.39	(4.40) 10.95	(0.10) 21.60	(0.17) 23.40	(0.10) 21.60	(0.28) 15.71	(0.15) 29.00	(1.15) 40.86	(1.35) 32.25	(1.40) 30.07	(1.40) 30.07	(1.43) 29.75			...............Time over District ....Average speed per hour

On single track west-bound trains are superior to trains of the same class in the opposite direction. (see Rule 72), except as per foot-note.

FOOT-NOTE—No. 49 will wait at McAvoy until 10.11 a. m. for No. 84.
No. 7 will wait at Avon until 6.08 p. m. for No. 6.
No. 148 is superior to No. 147.

TRAINS WILL STOP AS FOLLOWS:
At Nevada Dock, Trains Nos. 142, 144 and 60 on signal.

Trains must get clearance card before leaving Port Costa.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—Port Costa and Tracy.

Westward.

Automatic Block.

Time Table No. 116 January 5, 1908.	Distance from Tracy	FIRST CLASS						SECOND CLASS					THIRD CLASS			
		25	81	49	83	3	7	141	143	59	145	147	217	241	249	265
		The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	Bakersfield Passenger	C. P. Pacific Express	Los Angeles Passenger	San Ramon Passenger	San Ramon Passenger and Freight	San Ramon Passenger	Martinez Passenger	Martinez Passenger	Freight	El Paso Freight	Tracy Way Freight	Mendota Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday only	Arrive Daily	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily
SAN FRANCISCO (32.1)	83.2	8.48AM	10.28AM	12.08PM	4.48PM	4.48PM	7.48PM	9.28AM	6.08PM	6.08PM	6.48PM	10.38PM				
DNR **PORT COSTA** 3.6	51.1	s 7.22AM	s **9.12**AM	s 10.37AM	s 3.10PM	s 3.20PM	s **6.20**PM	s 7.40AM	s **4.37**PM	**4.40**PM	s 5.10PM	9.00PM	5.15AM	**9.02**AM	**11.40**AM	3.10AM
DR **MARTINEZ** 1.3	47.5	7.14	f 9.03	s 10.28	s 3.00	3.12	s 6.10	s 7.33	s 4.22	4.30	**5.00**PM	8.50PM	4.55	8.40	**11.14**	2.47
LEWIS 0.8	46.2							f	f	f						
PEYTON 1.3	45.4			f				f	f	f						
DR **AVON** 3.1	44.1	7.08	8.57	f 10.20	2.53	3.05	Foot-note * **6.03**	7.25AM	4.10PM	4.20PM			4.37	8.20	10.51	2.30
D BAY POINT 3.6	41.0	7.03	8.52	f 10.14	f 2.48	2.59	f 5.56						4.20	8.05	10.41	2.15
McAVOY 4.1	37.4	**6.58**	8.47	Foot-note f **10.08**	**2.42**	**2.53**	f 5.49						4.03	7.49	10.30	1.52
DN CORNWALL 1.9	33.3	6.52	s 8.40	s **9.57**	s 2.35	2.46	s 5.40						3.40	**7.28**	**10.16** **9.47**	1.28
LOS MEDANOS 2.3	31.4	6.48	8.37	f 9.54	2.32	2.42	f 5.36						3.25	7.18	9.30	1.15
PRINCE 0.4	29.1															
D ANTIOCH 3.8	28.7	6.44	s 8.33	s 9.49	s **2.28**	**2.38**	s **5.32**						3.12	7.08	9.10	1.00
NEROLY 4.4	24.9	6.38	8.27	f 9.42	2.20	2.32	f 5.22						2.52	6.53	8.45	12.41
DN BRENTWOOD 5.2	20.5	**6.32**	s **8.21**	s 9.35	s 2.13	2.24	s 5.13						2.30	**6.32**	**8.21**	12.20AM
D BYRON 4.7	15.3	6.24	s 8.13	s 9.25	s 2.02	2.14	s 5.00						1.58	5.59	7.50	11.45PM
HERDLYN 4.1	10.6	6.17	8.06	f **9.17**	1.54	2.06	**4.47**						1.33	5.40	7.34	11.20
DN BETHANY 3.4	6.5	6.12	† 8.01	s 9.08	1.47	1.58	f **4.38**						1.13	5.25	7.22	11.00
JANNEY 3.1	3.1	6.07	7.57	9.02	1.41	1.52	4.31						12.56	5.12	7.11	10.45
DNR **TRACY**	0.0	6.02AM	7.52AM	8.58AM	**1.35**PM	**1.47**PM	4.25PM						12.40AM	5.00AM	7.00AM	10.30PM
(51.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday only	Leave Daily	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily
Time over District		(1.20)	(1.20)	(1.39)	(1.35)	(1.33)	(1.55)	(0.15)	(2.30)	(0.27)	(0.20)	(0.10)	(4.35)	(4.02)	(4.40)	(4.40)
Average speed per hour		38.31	38.31	30.84	32.20	32.00	26.50	29.00	20.44	15.51	20.94	21.60	11.15	12.66	10.95	10.95

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTES—No. 49 will wait at McAvoy until 10.11 a. m. for No. 84.
No. 7 will wait at Avon until 6.08 p. m for No. 6.
No. 148 is superior to No. 147

Trains must get clearance card before leaving Tracy.

TRAINS WILL STOP AS FOLLOWS:
At Nevada Dock, Trains Nos. 59, 141 and 143 on signal.
† No. 81. Stops on signal to pick up Oakland or San Francisco passengers.

REGISTERING STATIONS:
Port Costa, Martinez, Avon, Tracy.
NOTE—Operators Martinez and Avon will register for first-class trains in accordance special rule, page 24

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco and Tracy.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS					SECOND CLASS		FIRST CLASS												Distance from San Francisco	Time Table No. 116 January 5, 1908		Minimum running time between stations for passenger trains—minutes.
	288	802	280	278	804	512	§192	98	96	506	88	38	94	58	92	32	502	82	90				
	Freight	San Jose Way Freight Via S. P. C.	San Jose Way Freight	Way Freight	Freight Via S. P. C.	Hunters Train Via S. P. C.	Express Via S.P.C.	San Jose Passenger	San Jose Passenger	Wright Passenger Via S. P. C.	Livermore Passenger	Stockton and Lodi Passenger	San Jose Passenger	San Jose Passenger Via S. P. C.	San Jose Passenger	Stockton & Sacramento Express	Wright Passenger Via S. P. C.	Stockton Passenger	San Jose Passenger				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Saturday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		**STATIONS**		
						9.00PM		6.40PM	5.20PM	5.00PM	4.40PM	4.00PM	3.00PM	1.40PM	1.20PM	9.00AM	8.00AM	7.40AM	6.40AM	0.0	DN **SAN FRANCISCO**	Oakland Ferry	
						9.18		6.58	5.38	5.18	4.58	4.18	3.18	1.58	1.38	9.18	8.18	7.58	6.58	4.5	4.5 DN **OAKLAND PIER**		
						9.25PM	5.00AM	7.07PM	5.49PM	5.28PM	5.07PM	4.27PM	3.25PM	2.10PM	1.50PM	9.29AM	8.28AM	8.07AM	7.07AM	4.5	DNR **OAKLAND PIER**	Automatic Block. Double Track.	
Term. Yard WTYFOI	11.30PM	11.40AM	11.25AM	6.10AM	12.05AM															5.9	1.4 DNR WEST OAKLAND		
I	11.40	11.50	11.34	6.20	12.15	s 9.34	s 5.10	s 7.16	s 5.59	s 5.38	s 5.15	s 4.35	s 3.35	s 2.20	s 2.00	s 9.39	s 8.38	s 8.17	s 7.17	7.7	1.8 DR * OAKLAND (First St.) S. P. Co. Crossing.		
27,969 WI	11.46	11.56AM	11.39	6.26	12.22	9.39	s 5.14	† 7.21	† 6.03	5.41	† 5.19	4.39	† 3.39	2.24	† 2.04	s 9.43	8.41	8.20	† 7.21	9.3	1.6 D * EAST OAKLAND		
6,844																				10.0	0.7 23RD AVENUE.		
4,177 I	11.51PM	**12.01PM	**11.43	6.32	12.27	s 9.42	s 5.17	s 7.24	s 6.06	s 5.44	s 5.23	s 4.42	s 3.42	s 2.27	s 2.08	s 9.47	s 8.45	s 8.23	s 7.25	10.6	0.6 FRUITVALE (No Siding)		
672																				12.6	2.0 KOHLER (Spur)		
443								f	f		f		f		f					13.0	0.4 FITCHBURG (Spur)		
6,178	12.05AM	12.15PM	11.55AM	**6.50**	12.40AM	s 9.50PM	s 5.25AM	f 7.30	f 6.15	s 5.50PM	f 5.30	4.48	f **3.48**	s 2.35PM	f 2.17	9.53	s 8.53AM	**8.31**	f **7.33**	14.4	1.4 DNR **ELMHURST**		
8,528 W	12.09	TO SANTA CLARA See page 16	12.10PM	6.55	TO SANTA CLARA See page 16.	TO SANTA CLARA See page 16	TO SANTA CLARA See page 16	s 7.34	s 6.19	TO SANTA CLARA See page 16	s 5.35	**4.50**	s 3.51	TO SANTA CLARA See page 16	s 2.21	s 9.56	TO SANTA CLARA See page 16	8.33	s 7.35	15.8	1.4 D SAN LEANDRO		
806	12.15		12.18	7.00				f 7.38	f 6.25		f 5.39	4.52	f 3.54		f 2.25	* 10.00		8.36	f 7.38	17.5	1.7 ESTUDILLO		
4,540	12.17		12.25	7.05				s **7.40**	s **6.33**		s **5.45**	4.54	s **3.55**		s 2.27	s 10.02		8.37	s 7.41	18.5	1.0 D LORENZO		
10,443	12.26		12.45	**7.18**				s 7.46	s 6.37		s 5.50	4.58	s 4.01		s 2.33	s 10.08		8.41	s 7.47	21.1	2.6 D HAYWARD		
2,776	12.38		**1.19**	7.32				f **7.54**	6.42		f 5.56	5.03	4.07		f **2.42**	10.14		8.46	f 7.55	25.0	3.9 HALVERN		
5,786	12.47		1.40	7.40				s 8.00	s **6.47**		s 6.02	5.07	s 4.11		s 2.48	s **10.19**		8.50	s **8.06**	27.5	2.5 D DECOTO		
20,873 WY	12.56		**2.00PM**	**8.00**				s 8.07PM	s 6.54PM		s **6.10**	Foot-note s **5.14**	s 4.18PM		s **2.55PM**	s 10.28		s 8.55 8.58	s 8.12AM	30.2	2.7 DNR **NILES**		
2,483	1.10			8.35							f 6.17	5.19				f 10.35		9.03		32.7	2.5 FARWELL		4
3,540	1.28			**9.10**							s 6.28	**5.27**				s 10.47		**9.10**		36.6	3.9 D SUNOL		5
10,657	1.51			9.50							s 6.40	s 5.35				s 11.01		s 9.18		41.9	5.3 D PLEASANTON		7
3,504											f									43.4	1.5 REMILLARD		3
14,366	2.01			10.00							6.46	Foot-note **5.41**				11.05		**9.22**		44.0	0.6 ELIOT		
13,487 WT	2.30			**10.25** **11.17AM**							6.55PM	s 5.47				s **11.17**		s 9.27		47.9	3.9 DR LIVERMORE		4
1,715	2.17			12.10PM								5.53				* 11.26		**9.33**		51.5	3.6 ULMAR		5
4,359	3.20			12.40								* 6.01				s 11.37		f 9.40		56.0	4.5 DN ALTAMONT		7
2,136	3.45			1.10								6.11				f 11.47		f 9.50		60.5	4.5 CAYLEY		8
2,674	4.02			**1.43**								* 6.19				s 11.53AM		f 9.57		64.0	3.5 MIDWAY		6
1,722	4.33			**2.33**								6.27				12.03PM		10.05		69.7	5.7 ELLIS		8
WFTYO Interm. Yard	4.50AM			2.50PM								6.30PM				¶ 12.08PM		10.10AM		71.8	2.1 DNR **TRACY**		3
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Saturday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(71.8)		
	(5.20) 12.28	(0.35) 14.51	(2.35) 9.20	(8.40) 7.18	(0.35) 14.51	(0.25) 24.00	(0.25) 24.00	(1.00) 25.70	(1.05) 22.18	(0.22) 26.92	(1.48) 24.10	(2.03) 32.79	(0.53) 29.65	(0.25) 24.00	(1.05) 22.18	(2.39) 25.55	(0.25) 24.00	(2.03) 32.79	(1.05) 22.18	......................Time over District ....Average speed per hour			

** Nos. 280 and 802 pick up milk cans at Sather.

* No Train-order Semaphore.

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72 and D 72), except as per foot-notes.

FOOT-NOTES—See Special Rule, page 27, movement of trains under Automatic Block Signals, between Oakland Pier and Fruitvale.

No. 97 will wait at Niles until 5:20 p. m. for No. 38.

No. 37 will wait at Eliot until 5:44 p. m. for No. 38. No. 37 will take siding.

No. 512 " Saturdays only."

Trains must get clearance card before leaving Oakland Pier or West Oakland.

TRAINS WILL STOP AS FOLLOWS:

At South San Leandro, all passenger trains except Nos. 32, 38, 82 and 94 on signal.
At Cherry, all passenger trains, except Nos. 32, 38, 82 and 94, on signal.
At Brightside, No. 88 on signal.
At Bonita, Nos. 32 and 88 on signal.
At Verona, Nos. 32 and 88, on signal.
At Merienda, No. 88 on signal.
At Mayborg, No. 88 on signal.
At Bell Spur, No. 32 on signal; also No. 38 to leave Passengers.

§192 stop to handle express at stations as directed by W. F. & Co.

No. 90 handles daily No. 82s Mail car Oakland to Niles. No. 82 picks up Mail car at Niles.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—San Francisco and Tracy.

Westward.

Minimum running time between stations for freight trains—minutes.	Time Table No. 116 January 5, 1908. STATIONS	Distance from Tracy	FIRST CLASS											SECOND CLASS			THIRD CLASS				
			89	* 91	* 87	505	93	95	31	501	* 97	57	37	85	511	§191	803	277	287	279	801
			San Jose Passenger	San Jose Passenger	Livermore Passenger	Wright Passenger Via S. P. C.	San Jose Passenger	San Jose Passenger	Stockton & Sacramento Express	Wright Passenger Via S. P. C.	San Jose Passenger	San Jose Passenger Via S. P. C.	Stockton & Milton Passenger	Livermore Passenger	Hunters Train Via S. P. C.	Express Via S. P. C.	Freight via S. P. C.	Way Freight	Freight	San Jose Way Freight	San Jose Way Freight Via S. P. C.
			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily
	DN * **SAN FRANCISCO** Oakland Ferry 4.5	71.8	7.08AM	7.48AM	8.28AM	8.48AM	9.28AM	2.48PM	4.48PM	5.48PM	6.48PM	7.28PM	7.28PM	11.48AM	8.28PM						
	DN **OAKLAND PIER**	67.3	6.48	7.28	8.08	8.28	9.08	2.28	4.28	5.28	6.28	7.08	7.08	11.28	8.08						
	DNR **OAKLAND PIER** Double Track Automatic Block. 1.4	67.3	6.40AM	7.20AM	8.02AM	8.23AM	9.02AM	2.12PM	4.15PM	5.15PM	6.20PM	6.58PM	7.03PM	11.12AM	8.05PM	11.15PM					
	DNR WEST OAKLAND 1.8	65.9															7.40AM	5.40PM	8.25PM	9.25PM	9.40PM
	DR * OAKLAND (First St.) S. P. Co. Crossing. 1.6	64.1	s 6 30	s 7.09	s 7 50	s 8.12	s 8.50	s 2.03	s 4.05	s 5.04	s 6.09	s 6.49	s 6.54	s 11.03	s 7.56	s 11.04	7.28	5.30	8.15	9.16	9.32
	D * EAST OAKLAND 0.7	62.5	* 6.25	7.02	7.45	8.08	8.45	1.58	s 3.59	5.00	* 6.04	6.43	6.50	10.58	7.52	10.59	7.22	5.18	8.10	9.10	9.26
	23RD AVENUE 0.6	61.8																			
	FRUITVALE (No Siding) 2.0	61.2	s 6.20	s 6.58	s 7.40	s 8.04	s 8.41	s 1.53	s 3.55	s 4.55	s 6.00	s 6.40	s 6.47	s 10.55	s 7.48	s 10.55	7.17	5.12	8.05	9.05	9.21
	KOHLER (Spur) 0.4	59.2																			
	FITCHBURG (Spur) 1.4	58.8	f	f	f			f						f							
	DNR **ELMHURST** 1.4	57.4	f 6.12	f **6.50**	f **7.33**	7.58AM	f **8.31**	f 1.45	**3.48**	**4.45PM**	f 5.53	**6.30PM**	**6.40**	f 10.46	7.40PM	10.45PM	7.05AM	**4.55**	7.55	8.55	9.10PM
	D SAN LEANDRO 1.7	56.0	s 6.08	s 6.47	s 7.28	FROM SANTA CLARA See page 16	s 8.27	s 1.42	s 3.44	FROM SANTA CLARA See page 16	s 5.50	FROM SANTA CLARA See page 16	* 6.37	s 10.42	FROM SANTA CLARA See page 16	FROM SANTA CLARA See page 16	FROM SANTA CLARA See page 16	**4.50**	7.48	8.45	FROM SANTA CLARA See page 16
	ESTUDILLO 1.0	54.3	f 6.04	f 6.43	f 7.25		f 8.23	f 1.38	3.40		f 5.46		6.34	f 10.38				4.05	7.43	8.35	
	D LORENZO 2.6	53.3	s 6.02	s 6.41	s 7.23		s 8.22	s 1.36	s **3.39**		s **5.45**		* **6.33**	s 10.37				**3.55** **3.29**	**7.40**	8.30	
	D HAYWARD 3.9	50.7	s 5.57	s 6.35	s **7.18**		s 8.17	s 1.30	s 3.33		s 5.38		* 6.28	s 10.32				3.03	7.20	8.15	
	HALVERN 2.5	46.8	f 5.48	f 6.25	f 7.11		f 8.10	f **1.19**	3.25		5.27		6.20	f 10.24				**2.42**	7.00	**7.54**	
	D DECOTO 2.7	44.3	s 5.43	s 6.21	s 7.06		s **8.06**	s 1.12	s 3.21		f 5.21		* 6.15	s **10.19**				2.15	**6.47**	7.35	
	DNR **NILES** 2.5	41.6	5.38AM	6.15AM	s 6.59		**8.00AM**	1.07PM	3.15 **3.07**		Foot-note **5.14PM**		s **6.10**	s 10.05				**2.00**	**6.10**	7.25PM	
7	FARWELL 3.9	39.1			f 6.53				‡ 3.01				‡ 6.02	f 9.52				1.35	5.47		
12	D SUNOL 5.3	35.2			s 6.46				s 2.50				s 5.54	s 9.40				1.15	**5.27**		
12	D PLEASANTON 1.5	29.9			s 6.35				s 2.37				s 5.45	s 9.28				12.45	4.53		
8	REMILLARD 0.6	28.4			f				f					f							
10	ELIOT 3.9	27.8			6.32				2.32				Foot-note **5.41**	**9.22**				12.05PM	4.43		
	DR LIVERMORE 3.6	23.9			6.25AM				s 2.25				s 5.32	9.05AM				**11.17AM** **10.30**	4.25		
9	ULMAR 4.5	20.3							† 2.15				5.23					**9.33**	4.05		
14	DN ALTAMONT 4.5	15.8							s 2.02				f 5.16					9.02	3.45		
14	CAYLEY 3.5	11.3							† 1.50				f 5.05					8.40	3.15		
11	MIDWAY 5.7	7.8							f **1.43**				f 4.58					8.25	2.55		
15	ELLIS 2.1	2.1							1.32				4.47					8.04	**2.33**		
5	DNR **TRACY**	0.0							1.28PM				4.43PM					7.55AM	2.15PM		
	(71.8)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily
	Time over District		(1.02)	(1.05)	(1.37)	(0.25)	(1.02)	(1.05)	(2.47)	(0.30)	(1.06)	(0.28)	(2.20)	(1.28)	(0.25)	(0.30)	(0.35)	(8.30)	(6.10)	(2.00)	(0.30)
	Average speed per hour		24.87	22.18	26.82	24.00	24.87	22.18	25.18	19.74	23.33	22.22	29.20	28.30	24.00	19.80	14.51	8.44	10.62	12.15	16.96

* No Train-order Semaphore.

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72 and D 72), except as per foot-notes.

FOOT-NOTES—See Special Rule, page 27, movement of trains under Automatic Block signals between Oakland Pier and Fruitvale.

No. 97 will wait at Niles until 5.20 p. m. for No. 38.

No. 37 will wait at Eliot until 5.44 p. m. for No. 38., No. 37 will take siding.

Nos. 85 and 511 "Sundays only."

Trains must get clearance card before leaving Tracy.

TRAINS WILL STOP AS FOLLOWS:

* No. 37 will stop west of Niles to let off passengers from east Farwell, inclusive.
‡ Stop on signal daily, except Sunday. to receive passengers.
At South San Leandro, all passenger trains, except Nos. 31, 37, and 93 on signal.
At Cherry, all passenger trains, except Nos. 31, 37 and 91 on signal.
§No. 191 stops to handle express at stations as directed by W. F. & Co.
*No. 87 handles milk east of Niles.
*Nos. 91 and 97 handle milk west of Niles.

At Merienda, No. 87 on signal.
At Mayborg. No. 87 on signal.
At Brightside, Nos. 85 and 87 on signal.
At Verona, Nos. 31, 37, 85 and 87 on signal.
At Bonita, Nos. 31, 37 and 87 on signal.
Bell Spur, No 37 on signal.

REGISTERING STATIONS:

West Oakland, all trains except first class; movement of such trains out of Oakland Pier will be telegraphed from Oakland Pier. See page 24.

Eastward.

FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Tracy and Sacramento.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS						SECOND CLASS			FIRST CLASS									Distance from San Francisco via Niles	Time Table No. 116 January 5, 1908
	292	220	286	298	288	284	134	136	126	6	50	38	124	8	32	84	82	122		STATIONS
	Placerville Passenger & Freight	C. P. Through Freight	Way Freight	Merced Freight	Freight	Fresno Freight	Fair Oaks & Placerville Passenger	Stockton Passenger	Stockton Passenger	C. P. Atlantic Express	Stockton and Fresno Passenger	Stockton and Lodi Passenger	Sacramento Passenger	LosAngeles Passenger	Stockton & Sacramento Express	Bakersfield Passenger	Stockton Passenger	Sacramento Passenger		
	Lv. Daily Ex. Sun.	Leave Daily	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Lv. Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
								10.20AM	8.20AM	4.20PM	3.20PM	4.00PM		10 20AM	9.00AM	8.20AM	7.40AM		0.0	DN **SAN FRANCISCO** 71.8
Interm. Yard WFTYO		10.55AM	6.45AM	6.00AM	5.30AM			1.35PM		7.42PM	6.50PM	6.35PM	3.20PM	1.45PM	12.30PM	11.35AM	10.15AM	7.55AM	71.8	DNR **TRACY** 3.1
4,222		11.10	6.55	6.14	5.48			f1.40		7.47	f6.55	6.40	s3.27	f1.51	12.37	11.40	10.20	s 8.01	74.9	BANTA 3.7
3,052		11.20	7.07	6.29	6.01			1.47		7.53	7.01	6.45	3.35	1.57	12.47	11.47	10.25	8.08	78.6	MINARD 3.9
32,675 WY		11.40 11.55AM	7.32	6.50AM	6.15	5.25AM		1.53	11.55AM	s8.02	s 7.10PM	s6.52	3.45 3.58	2.05PM	Foot-note s 12.55	11.55AM	s 10.32	8.17 8.30	82.5	DNR **LATHROP** 4.6
5,214		12.30PM	8.15		6.31	5.40		f2.03	f 12.05PM	8.11		Foot-note f 7.01	s4.10		* 1.08		10.40	s 8.39	87.1	FRENCH CAMP 1.6
I																			88.7	W. P. Crossing 3.2
I																				A. T. & S. F. Crossing
Interm. Yard WFTYO		12.57	8.50		6.50	6.00		2.15PM	12.15PM	s8.25		s7.10	s4.20		1.19		10.50AM	s 8.50	91.9	DNR **STOCKTON** 1.4
I																			93.3	W. P. Crossing 0.1
3,178																			93.4	AMBRUST (Spur) 0.3
6,803		1.25	9.45		7.11	6.10				8.30		*7.14	4.25		f 1.25			f 8.54	93.7	EL PINAL 0.8
382																			94.5	RAND (Spur) 3.1
3,495		1.48	10.30		7.23	6.30				8.37		7.21	f4.32		1.33			f 9 03	97.6	CASTLE 3.6
3,100		2.05	10.55		7.35	7.00				8.43		*7.28	f4.38		1.40			f 9.12	101.2	ARMSTRONG 3.1
20,753WFT		2.20	11.48AM		7.50	7.15				s8.52		7.35PM	s4.44		s 1.48			s 9.20	104.3	DNR **LODI** 1.8
3,012																			106.1	URGON (Spur) 1.1
7,048		2.33	12.28PM 12.50		8.00	7.25				8.57			s4.50		s 1.55			s 9.26	107.2	D ACAMPO 3.3
3,193		2.45	1.10		8.22	7.40				9.03			f4.56		f 2.01			f 9.32	110.5	FOREST LAKE 2.2
7,570WFT		3.00	1.30		8.31	7.53				s9.09			s5.02		s 2.07			s 9.38	112.7	DNR **GALT** 3.8
3,177		3.12	2.15		8.47	8.08				9.16			5.08		2.15			9.45	116.5	NEED 2.0
1,229		3.18	2.30		8.55	8.17				9.20			f5.12		f 2.19			f 9.49	118.5	ARNO 2.0
3,259		3.24	2.37		9.08	8.28				9.25			f5.15		f 2.23			f 9.52	120.5	McCONNELL 3.4
4,275		3.35	2.52		9.25	8.50				9.32			s5.21		s 2.32			s 9.59	123.9	D ELK GROVE 2.8
2,519		3.45	3.05		9.44	9.04				9.37			5.25		2.37			10.04	126.7	GRAHAM 3.3
4,903 W		3.57	3.25		10.12	9.28				9.43			s5.37		s 2.45			s 10.12	130.0	D FLORIN 4.2
2,512		4 15	3 50		10.45	9.50				s9.52			s5.45		s 2.55			s 10.22	134.2	DNR **BRIGHTON** S. P. C. Sac. Div. Crossing.
2,512	4.35PM									9.52									134.2	DNR **BRIGHTON** 2.4
1,034	4.44									9.58									136.6	HOMESTEAD 3.5
Term. Yard WFTO	5.00PM									10.10PM									140.1	DNR **SACRAMENTO**
2,512		4.15	3.50		10.45	9.50	9.40AM						5.45		2.55			10.22	134.2	DNR **BRIGHTON** S. P. Co. Sac. Div. Crossing. 3.0
3,251 IY		4 30PM	4.03PM		11.00AM	10.05AM	9.47AM						5.51 PM		3.02PM			10.31 AM	137.2	DNR *ELVAS 3.2
Term. Yard WFTO			4.15PM				9.55AM						6.00PM		3.10PM			10.40AM	140.4	DNR **SACRAMENTO**
																				(68.3)
		5.30PM			12.05PM	11.05AM													152.0	DNR **ROSEVILLE**
	Ar. Daily Ex. Sun.	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Ar. Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	(0.15) 13.21	(5.35) 11.41	(9.30) 7.23	(0.50) 13.30	(5.30) 11.28	(4.40) 11.63	(0.15) 25.56	(0.40) 22.33	(0.20) 27.22	(2.28) 27.68	(0.20) 33.27	(1.00) 32.56	(2.40) 27.40	(0.20) 33.57	(2.40) 27.40	(0.20) 33.57	(0.35) 34.25	(2.45) 24.95		................Time over District .. ..Average speed per hour

Automatic Block.

Automatic Block

Foot-note

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes and as noted in Special Rule, page 27.

FOOT-NOTES.—No. 83 will wait at Lathrop until 1.01 p. m. for No. 32.
—No. 121 will wait at French Camp until 7.04 p. m. for No. 38. No. 121 will take siding.

NOTE—Special Rule, page 27, governing movement of trains under Automatic signals between Elvas and Sacramento.
* Elvas Siding, located toward Brighton, 800 feet from Tower at junction of Sacramento Division.
Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to double track has been given by Towerman.
Trains between Elvas and Sacramento and Elvas and Roseville will be governed by Current Time Table of Sacramento Division.

TRAINS WILL STOP AS FOLLOWS:
At San Joaquin Bridge, 122, 124, 136 on signal.

Trains must get clearance card before leaving Tracy or Lathrop.

No. 298 will do way work, Tracy to Lathrop.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Main Line—Tracy and Sacramento.

Westward.

Time Table No. 116 January 5, 1908	Distance from Sacramento	FIRST CLASS									SECOND CLASS			THIRD CLASS						
		25	81	49	31	83	3	7	37	121	135	125	133	283	287	291	285	297	217	223
		The Owl	Stockton and Lodi Passenger	Fresno and Stockton Passenger	Stockton & Sacramento Express	Bakersfield Passenger	C. P. Pacific Express	Los Angeles Passenger	Stockton Passenger	Sacramento Passenger	Stockton Passenger	Stockton Passenger	Placerville & FairOaks Passenger	Fresno Freight	Freight	Placerville & Fair Oaks Passenger and Freight	Way Freight	Merced Freight	Freight	Tracy Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily Ex. Sunday	Ar. Daily Ex. Sun.	Ar. Daily Ex.Sunday	Arrive Daily	Arrive Daily
DN **SAN FRANCISCO** 71.8	140.1	8.48AM	10.28AM	12.08PM	4.48PM	4.48PM	4.48PM	7.48PM	7.28PM		12.08PM									
Automatic Block DNR **TRACY** 3.1	68.3	**5.55**AM	**7.50**AM	¶ 8.37AM	¶ **1.03**PM	¶ 1.16PM	**1.35**PM	4.18PM	4.37PM	**7.30**PM	8.48AM				**12.53**PM		**6.30**PM	5.00PM	11.55PM	1.20AM
BANTA 3.7	65.2	**5.48**	7.44	8.31	s 12.55	1.11	1.29	4.11	f 4.32	* 7.23	f 8.41				**12.37**		6.12	4.47	11.35	1.00
MINARD 3.9	61.5	5.42	7.38	8.25	**12.47**	1.05	1.23	4.05	4.25	7.17	8.36				12.12PM		6.00	4.35	11.18	12.42
DNR **LATHROP** 4.6	57.6	5.35AM	s **7.32**	**8.17**AM	s 12.40	Foot-note **12.58**PM	s 1.16	**3.58**PM	s **4.17**	s **7.10**	s **8.30**	**11.50**AM		**10.27**AM	**11.55**AM **11.40**		5.47	**4.17**PM	10.57	12.22
FRENCH CAMP 1.6	53.0		7.25		f **12.30**		**1.08**		f **4.10**	Foot-note s **7.01**	f **8.15**	f 11.40		10.10	11.15		5.35		10.37	12.02AM
W. P. Crossing 3.2	51.4																			
A. T. & S. F. Crossing DNR **STOCKTON** 1.4	48.2		s 7.16		**12.20** 12.13		s **12.57**		4.00PM	6.47	8.05AM	11.30AM		9.55	**10.55**		5.20 **4.20**		10.15	11.40PM
W. P. Crossing 0.1	46.8																			
ARMBRUST (Spur) 1.0	46.7																			
EL PINAL 0.8	46.4		† **7.11**		f 12.07PM		12.52			f 6.40				**9.45**	10.45		3.55		9.50	11.10
RAND (Spur) 3.1	45.6																			
CASTLE 3.6	42.5		f 7.05		11.59AM		12.47			f 6.33				9.28	**10.30**		3.30		9.29	10.55
ARMSTRONG 3.1	38.9		f **7.00**		11.53		12.42			f 6.28				**9.12**	10.15		3.15		9.10	10.42
DNR **LODI** 1.8	35.8		6.55AM		s **11.48**		s 12.37			s 6.23				8.50	10.04		**3.00** **1.43**		**8.52**	10.30
URGON (Spur) 1.1	34.0																			
D ACAMPO 3.3	32.9				s 11.41		**12.33**			s 6.17				8.36	9.55		**12.50**		8.27	10.18
FOREST LAKE 2.2	29.6				f 11.34		**12.28**			f 6.12				**8.22**	9.44		**12.28**PM		8.07	10.05
DNR **GALT** 3.8	27.4				s **11.30**		s 12.25			s 6.08				**7.53**	**9.38**		**11.30**AM		7.55	9.57
NEED 2.0	23.6				11.18		12.18			* 5.59				7.36	9.21		10.59		7.30	9.40
ARNO 2.0	21.6				f 11.14		12.15			f 5.55				7.28	9.14		10.46		7.22	9.32
McCONNELL 3.4	19.6				f 11.11		12.12			f 5.52				7.21	**9.08**		10.37		7.14	**9.25**
D ELK GROVE 2.8	16.2				s 11.04		12.06			s 5.47				7.07	**8.50**		10.20		7.00	8.55
GRAHAM 3.3	13.4				10.58		12.02PM			5.43				6.57	8.37		**10.04** **9.44**		6.49	8.44
D FLORIN 4.2	10.1				s 10.53		11.57AM			s **5.37**				6.45	8.25		**9.28**		6.36	8.31
DNR **BRIGHTON** S. P. Co. Sac. Div. Crossing	5.9				**10.45**		11.51			5.30				6.30	8.10		9.10		6.20	8.15
DNR **BRIGHTON** 2.4	5.9						s 11.51									7.23AM				
HOMESTEAD 3.5	3.5						11.46									f 7.12				
DNR **SACRAMENTO**	0.0						11.35AM									7.00AM				
Automatic Block DNR **BRIGHTON** S. P. Co. Sac. Div. Crossing 3.0	6.2				s **10.45**					s 5.30			**3.40**PM	6.30	8.10		9.10		6.20	8.15
Foot-note DNR *ELVAS 3.2	3.2 14.8				**10.39**AM					5.24PM			3.34PM	6.15AM	7.50AM		8.57AM		**6.00**PM	8.02PM
DNR **SACRAMENTO**	0.0				10.30AM					5.15PM			3.25PM				8.45AM			7.50PM
(68.3)																				
DNR **ROSEVILLE**	0.0													5.15AM	6.50AM				5.00PM	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily	Leave Daily	Lv. Daily	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Daily Ex.Sunday	Leave Daily	Leave Daily
Time over District		(0.20)	(0.55)	(0.18)	(2.35)	(0.20)	(2.00)	(0.20)	(0.37)	(2.15)	(0.43)	(0.20)	(0.15)	(4.12)	(5.03)	(0.23)	(9.45)	(0.43)	(5.55)	(5.30)
Average speed per hour		33.27	35.82	36.85	26.59	33.27	34.15	33.27	32.38	30.53	27.87	27.12	25.56	12.53	10.42	14.70	9.57	14.20	10.91	12.47

On single track west-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes and as noted in Special Rule, page 27.

FOOT-NOTES.—No. 83 will wait at Lathrop until 1.01 P.M. for No. 32.
No. 121 will wait at French Camp until 7.04 P.M. for No. 38. No. 121 will take siding.

NOTE—Special Rule, page 27, governing movement of trains under Automatic Signals between Elvas and Sacramento.
* Elvas Siding, located toward Brighton, 800 feet from Tower at junction of Sacramento Division.
Trains from Brighton must not pass clearance point at Sacramento end of Elvas siding until signal allowing movement to double track has been given by Towerman.
No. 297 will do way work Lathrop to Tracy.
Trains between Elvas and Sacramento, Elvas and Roseville, will be governed by Current Time Tables of Sacramento Division.

TRAINS WILL STOP AS FOLLOWS:
At San Joaquin Bridge, Nos. 37 and 135 on signal.

REGISTERING STATIONS:
Tracy, Lathrop, Stockton, Lodi and Brighton, Sacramento Depot (1st and 2nd class trains), Sacramento (12th St.) (2nd and inferior class trains), Galt (branch trains only). (See Page 24.)

Trains must get clearance card before leaving Sacramento or Lathrop.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Lathrop and Fresno—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS		FIRST CLASS			Distance from San Francisco via Antioch		Time Table No. 116 January 5, 1908.	Distance from Fresno	FIRST CLASS				SECOND CLASS		THIRD CLASS		
	300	254	298		158	50	8	84					25	49	83	7	157		297	253	299
	Fresno Freight	Fresno Freight	Merced Freight		Madera Passenger and Freight	Fresno Passenger	Los Angeles Passenger	Bakersfield Passenger					The Owl	Fresno and Stockton Passenger	Bakersfield Passenger	Los Angeles Passenger	Madera Passenger and Freight		Merced Freight	Sacramento Freight	Fresno Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. **MONDAY**
						3.20PM	10.20AM	8.20AM	0.0	DN	**SAN FRANCISCO**	206.6	8.48AM	12.08PM	4.48PM	7.48PM					
32,675 WY		10.35AM	7.00AM			7.15PM	2.07PM	11.57AM	94.4	DNR	**LATHROP** 0.4	112.2	s **5.30AM**	s 8.10AM	s **12.54PM**	s 3.50PM			4.10PM	**5.20AM**	
									94.8		W. P. Crossing 3.0	111.8									
1,370		10.47	7.15			f 7.22	f 2.13	12.02PM	97.8		MANTECA 1.8	108.8	5.21	f 8.02	12.49	3.40			3.57	5.00	
2,450		10.54	7.23			7.25	2.16	12.04	99.6		MORRANO 2.0	107.0	5.18	7.58	12.47	3.37			3.50	4.50	
490						*			101.6		WESTON (Spur) 2.7	105.05		†							
4,460		11.10	**7.51**			s 7.33	s 2.25	*12.11	104.3	D	RIPON 3.1	102.3	5.12	s **7.51**	12.41	s **3.29**			**3.29**	4.27	
4,064		11.20	8.05			f 7.39	f 2.31	12.15	107.4		SALIDA 6.9	99.2	5.07	s 7.46	12.37	f 3.23			3.07	4.10	
12,918		11.45AM	9.05			s 7.52	s **2.44**	Foot-note s **12.28**	114.1	DN	MODESTO 4.3	92.5	4.57	s 7.34	Foot-note s **12.28**	s 3.11			**2.44**	3.35	
4,433		**12.11PM** **12.55**	9.20			f 7.59	s **3.01**	**12.37**	118.4	D	CERES 1.9	88.2	4.50	f 7.27	**12.16**	s **3.01**			**12.55**	3.01	
422						*			120.3		ESMAR (Spur) 1.5	86.3									
2,212		1.07	9.50			f 8.05	f 3.07	**12.44**	121.8		KEYES 5.4	84.8	4.45	f 7.22	**12.10**	2.53			**12.44PM** **11.59AM**	2.47	
8,043		1.28	**10.35**			s 8.15	s 3.25	s 12.56	127.2	D	TURLOCK 5.7	79.4	4.37	s 7.12	s 12.02PM	s 2.42			**10.35**	2.28	
1,336		1.50	**11.53AM**			f 8.25	f 3.37	1.06	132.9		DELHI 4.5	73.7	4.28	f 7.02	**11.53AM**	2.28			8.45	2.06	
4,173 W		**2.20**	12.20PM			f 8.32	s 3.45	s 1.15	137.4	D	LIVINGSTON 2.5	69.2	4.22	s 6.55	11.47	f **2.20**			8.15	1.50	
1,666		2.35	12.40			f 8.37	f 3.51	1.20	139.9		ARENA 4.3	66.7	4.18	f 6.50	11.42	2.14			8.00	1.40	
5,502		3.10	**1.19** **2.05**			f 8.45	s 4.00	f **1.29**	144.2	D	ATWATER 1.6	62.4	4.12	f 6.43	f 11.36	s **2.05**			7.40	1.25	
2,307									145.8		BUHACH 1.8	60.8									
461									147.6		FERGUS (Spur) 3.9	59.0									
16,895 WFT	5.10PM	**4.18**	3.00PM			s 9.03	s **4.18**	s **1.50**	151.5	DNR	**MERCED** 6.1	55.1	4.00	s 6.30	s 11.25	s **1.50**			7.00AM	12.55	3.00AM
2,527	5.35	4.55				f 9.12	f 4.29	2.00	157.6		LINGARD 3.9	49.0	3.51	f 6.16	11.15	1.39				12.15AM	2.22
4,820	5.50	5.05				f 9.17	f 4.35	2.06	161.5		ATHLONE 5.3	45.1	3.46	f 6.10	11.10	f 1.34				11.55PM	2.06
2,527							*		166.8		SIERRA VISTA (Spur) 1.1	39.8									
2,331	6.15	5.21				f 9.27	s 4.45	f 2.16	167.9	D	MINTURN 1.2	38.7	3.37	f 6.00	f 11.03	s 1.24				11.24	1.40
680									169.1		McNEAR (Spur) 3.9	37.5									
1,406	6.35	5.35				f 9.34	f 4.57	2.23	173.0		CALIFA 4.5	33.6	3.31	f 5.52	10.56	1.17				10.57	1.20
12,964 WFT	6.55	5.55			**10.50AM**	s 9.45	s 5.07	s 2.30	177.5	DR	**BERENDA** 7.4	29.1	3.25	s 5.45	s **10.50**	s 1.10	4.50PM			10.35	1.00
22,467 OT	7.40	6.17			11.10AM	s **10.00**	s 5.25	s 2.43	184.9	DNR	MADERA 2.8	21.7	3.14	s 5.32	s 10.39	s 12.54	4.30PM			**10.00**	12.20AM
1,768	8.00	6.28				f 10.05	f 5.32	2.48	187.7		BORDEN 3.5	18.9	3.08	f 5.27	10.35	f 12.48				9.32	11.40PM
3,760	8.20	6.41				f 10.12	f 5.38	2.54	191.2		IRRIGOSA 3.3	15.4	3.03	f 5.22	10.30	12.43				9.17	11.26
746									194.5		THARSA (Spur) 2.1	12.1									
12,726 W	**8.55**	7.01				f 10.21	f 5.49	3.02	196.6		HERNDON 4.6	10.0	2.55	f 5.14	10.23	f 12.34				**8.55**	11.10
2,514	9.15	7.20				f 10.30	f 5.58	3.09	201.2		MUSCATEL 5.4	5.4	2.48	f 5.07	10.17	12.28				8.38	10.57
Term Yard WFTYO	9.40PM	7.45PM				**10.40PM**	6.10PM	3.20PM	206.6	DNR	**FRESNO**	0.0	2.40AM	5.00AM	10.10AM	12.20PM				8.20PM	**10.40PM**
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(112.2)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday
	(4.30)	(9.10)	(8.00)		(0.20)	(3.25)	(4.03)	(3.23)			..........Time over District..........		(2.50)	(3.10)	(2.44)	(3.30)	(0.20)		(9.10)	(9.00)	(4.20)
	12.25	12.24	7.12		22.20	32.82	27.65	33.16			..........Average speed per hour..........		39.60	35.46	41.05	32.00	22.20		6.23	12.39	12.68

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72, cxcept as per foot-note.

FOOT-NOTES—No. 83 will wait at Modesto until 12.31 p. m. for No. 84.
No. 299 arrives Merced daily except MONDAY.

Trains must get clearance card before leaving Lathrop or Fresno.

REGISTERING STATIONS:

Lathrop, Merced, Berenda, Madera and Fresno. See Page 24.

Nos. 297 and 298 will do way work between Merced and Tracy, including Merced yard.

Nos. 299 and 300 will do way work between Fresno and Merced.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Main Line—Tracy and Mendota—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS		Distance from San Francisco via Antioch		Time Table No. 116 January 5, 1908	Distance from Mendota via Antioch	FIRST CLASS	THIRD CLASS		
	266	248	26	36					35	247	265	241
	Mendota Freight	* Way Freight	The Owl	Visalia Passenger					Visalia Passenger	* Way Freight	Mendota Freight	El Paso Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			**STATIONS**		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily
			5.00PM	7.40AM	0.0	DN	**SAN FRANCISCO** 83.2	175.5	4.48PM			
Interm. Yard WFTYO	6.45PM	7.30AM	7.40PM	10.35AM	83.2	DNR	**TRACY** 2.7	92.3	¶ 12.55PM	4.10PM	9.20PM	4.35AM
2,877	6.55	7.42	7.46	10.42	85.9		LYOTH W. P. Crossing 3.0	89.6	12.48	3.55	9.07	4.15
4,353	7.05	7.55	7.51	f 10.48	88.9		YARMOUTH 4.7	86.6	f 12.42	3.43	8.55	4.05
4,515	7.22	8.17	7.58	s 10.58	93.6		VERNALIS 2.3	81.9	s 12.33	3.25	8.38	3.45
1,008				f	95.9		COWELL (Spur) 1.5	79.6	f			
2,590	7.35	8.35	8.03	11.06	97.4		HALLY 4.0	78.1	12.26	3.10	8.25	3.30
5,110 W	**8.10**	9.10	**8.10**	s 11.13	101.4	DN	WESTLEY 7.0	74.1	s 12.18	2.55	**8.10**	3.10
4,920	8.48	9.40	8.21	f 11.29	108.4		EMERALD 5.8	67.1	f 12.02PM	2.20	7.25	2.35
6,936	9.20	10.25	8.30	s **11.49AM**	114.2	D	CROW'S LANDING 4.1	61.3	s **11.49AM**	1.45	6.55	2.10
2,763					118.3		TIMBA (Spur) 2.2	57.2				
8,513 W	10.00	**11.31AM** **12.30PM**	s 8.41	s **12.03PM**	120.5	DN	NEWMAN 4.0	55.0	s **11.36**	**12.30PM** **11.58AM**	6.20	1.45
5,458	10.20	12.47	8.47	f 12.11	124.5		GUSTINE 3.4	51.0	f **11.25**	**11.25**	5.50	1.20
3,334	10.38	1.02	8.52	f 12.17	127.9		LINORA 2.4	47.6	f 11.17	10.58	5.30	1.05
7,241	10.51	1.13	8.56	s 12.22	130.3		INGOMAR 6.3	45.2	s 11.12	10.45	5.23	12.55
5,515	11.25PM	1.40	9.05	s 12.34	136.6	D	VOLTA 4.8	38.9	s 10.59	10.15	4.53	12.30
13,685 WY	**12.05AM**	2.20	s 9.15	s 12.44	141.4	DN	LOS BANOS 7.9	34.1	s 10.50	9.40	4.30	**12.05AM**
3,344	12.32	2.50	9.27	f 12.57	149.3		AGATHA 4.7	26.2	f 10.35	8.55	3.45	11.25PM
7,744	12.50	**3.20**	9.34	s 1.05	154.0	D	DOS PALOS 6.8	21.5	s 10.27	8.30	**3.20**	11.00
4,529	1.15	3.40	9.44	f 1.16	160.8		OXALIS 6.4	14.7	f 10.15	8.00	2.45	10.25
9,184 W	1.40	4.20	**9.54**	s 1.28	167.2	DN	FIREBAUGH 4.6	8.3	s 10.04	7.35	2.20	**9.54**
2,564	2.00	4.40	10.01	1.35	171.8		CROMIR 3.7	3.7	9.56	7.15	2.02	9.28
34,063 WFT	2.20AM	5.00PM	10.10PM	**1.45PM**	175.5	DNR	**MENDOTA**	0 0	9.50AM	7.00AM	**1.45PM**	9.15PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(92.3)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily
	(7.35)	(9.30)	(2.30)	(3.10)			....................Time over District....................		(3.05)	(9.10)	(7.35)	(7.20)
	12.17	9.05	36.88.	29.10			....................Average speed per hour....................		30.50	10.85	12.17	12.51

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.

REGISTERING STATIONS:
Tracy and Mendota. (See Page 24.)

Trains must get clearance card before leaving Tracy or Mendota.

NOTE—Trains will come to a full stop before passing the automatic signal east of junction switch Tracy, unless signal is at "clear" position, when trains can proceed into the yard under control.

When signal is at "stop" position, trains will be brought to a full stop at point above designated and will call for switch. They must not proceed until they receive "go ahead" signal with green flag by day, or green light by night, from the switch tender; acknowledgment of signals to be made as prescribed by rule.

TRAINS WILL STOP AS FOLLOWS:

At Los Banos Gun Club-house west of Agatha Nos. 35 and 36 on signal.

Also No. 26 on Tuesdays and Thursdays on signal will stop to leave passengers during hunting season, October 1st to February 15th.

*Nos. 247 and 248 will carry passengers.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION : S. P. C. Ry.—San Francisco and Santa Clara, and Centerville Branch—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS				FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.	Time Table No. 116 January 5, 1908.	Distance from San Francisco.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS			SECOND CLASS				THIRD CLASS	
	802	804	512	516	514	§192	506	58	502						505	501	57	513	515	511	§191	803	801
	San Jose Way Freight	Freight	Hunters Train	Mixed	Mixed	Express	Wright Passenger	San Jose Passenger	Wright Passenger						Wright Passenger	Wright Passenger	San Jose Passenger	Mixed	Mixed	Hunters Train	Express	Freight	San Jose Way Freight
	Leave Daily	Leave Daily	Leave Saturday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			**STATIONS**			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily	Arrive Daily	Arrive Daily
			9.00PM				5.00PM	1.40PM	8.00AM		0.00	DN **SAN FRANCISCO** 14.4	48.3		8.48AM	5.48PM	7.28PM			8.28PM			
5,198	12.15PM	12.40AM	9.50PM			5.25AM	5.50PM	2.35PM	8.53AM		14.4	DNR **ELMHURST** 2.1	33.3		s 7.58AM	s 4.45PM	s 6.30PM			f 7.40PM	s 10.45PM	7.05AM	9.10PM
17,732	12.22	12.50	f 9.54			5.29	f 5.55	f 2.39	f 8.58	4	16.5	ANDRO 2.3	33.9	5	f 7.52	f 4.39	6.25			f 7.35	10.39	6.50	9.00
451	12.31	12.58	f 9.58			5.35	f 6.01	f 2.44	f 9.04	4	18.8	ROBERT (Spur) 2.3	29.5	7	f 7.47	f 4.34	6.21			f 7.31	10.34	6.42	8.50
3,000	12.40	1.10	f 10.03			5.41	f 6.07	f 2.49	f 9.09	4	21.1	RUSSEL 1.5	27.2	7	f 7.42	f 4.28	f 6.17			f 7.27	10.29	6.34	8.40
1,578	12.55	1.15	s 10.08			f 5.44	s **6.15**	f 2.52	s 9.12	3	22.6	D MOUNT EDEN 3.7	25.9	5	s 7.40	s 4.25	f **6.15**			f 7.24	f 10.27	6.30	8.35
801	1.15	1.32	Foot-note s **10.18**			f 5.51	s 6.23	s 3.00	s 9.22	7	26.3	D ALVARADO 0.9	22.0	10	s 7.32	s 4.15	s 6.06			f 7.18	Footnote s **10.18**	6.19	8.15
750	1.20	1.35	f 10.20			5.53	f 6.25	3.02	f 9.23	2	27.2	HALL (No Siding) 2.2	21.1	3	f 7.30	f 4.14	6.05			f 7.16	10.16	6.17	8.10
950	1.30	1.45	f 10.25			5.58	f 6.31	3.05	f 9.29	8	29.4	ARDEN 2.2	18.9	16	f 7.26	f 4.08	6.01			f 7.13	10.12	6.10	8.00
4,420 W	1.45	2.00	s 10.29			f **6.03**	s 6.36	s 3.10	s 9.36		31.6	DR **NEWARK**	16.7		7.21	4.04	5.55			7.09	10.08	**6.03**	7.50
4,420 W				6.40PM	9.40AM						31.6	DR **NEWARK** 2.9	16.7					7.10AM	4.00PM				
				7.05PM	10.05AM					15	34.5	**CENTERVILLE**	19.6	18				6.45AM	3.35PM				
4,420	1.55	2.00	10.29			**6.03**	6.36	3.10	9.38		31.6	DR **NEWARK** 2.2	16.7		s 7.20	s 4.04	s 5.55			s 7.09	s 10.08	**5.50**	7.45
791	2.15	2.10	s 10.34			f 6.08	f 6.41	f 3.15	f 9.44	4	33.8	MOWRY 3.7	14.5	7	f 7.14	f 3.58	5.49			s 7.05	10.03	5.37	7 25
630	2.40	2.27	s 10.40			6.15	f **6.48**	f 3.22	f 9.53	7	37.5	DRAWBRIDGE 2.6	10.8	11	f 7.06	f 3.49	‡ 5.42			s **6.58**	f 9.57	5.18	**6.58** **6.43**
1,207	3.00	2.37	s 10.45			f 6.19	s **6.53**	f 3.30	s 10.01	5	40.1	D ALVISO 2.6	8.2	8	s 7 03	s 3.43	f 5.37			s **6.53**	f 9.52	5.03	6.25
3,000	**3.38**	2.49	s 10.50			f 6.24	s 7.00	s **3.38**	s 10.08	5	42.7	D AGNEW 3.1	5.6	8	s 6.58	s **3.38**	s 5.32			s 6.41	s 9.46	4.48	6.14
744 I	4.15PM	3.15AM	s 10.57PM			s 6.30AM	s 7.10PM	s 3.45PM	s 10.20AM	4	45.8	DR **SANTA CLARA** 2.5	2.5	8	6.52AM	3.30PM	5.25PM			s 6.35PM	s 9.40PM	4.30AM	6.00PM
							7.33PM		10.33AM		48.3	DNR **SAN JOSE** S. P. C. Ry. Depot.	0.0		6.45AM	3.20PM							
	4.35PM	3.30AM	11.05PM			6.40AM		3.55PM			50.6	DNR **SAN JOSE** Market St. Depot. Coast Line.	0.0				5.20PM			6.30PM	9.35PM	4 15AM	5.50PM
	Arrive Daily	Arrive Daily	Arrive Saturday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(48.3)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday only	Leave Daily	Leave Daily	Leave Daily
	(4.00) 7.50	(2.35) 11.61	(1.07) 27.20	(0.25) 7.20	(0.25) 7.20	(1.05) 28.30	(1.20) 23.25	(1.15) 24.88	(1.27) 21.45			Time over District Average speed per hour			(1.06) 28.10	(1.15) 24.88	(1.05) 28.30	(0.25) 7.20	(0.25) 7.20	(1.05) 28.30	(1.05 28.30	(2.35) 11.61	(3.10) 10.51

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTE—No. 191 will wait at Alvarado until 10.25 p. m. for No. 512. No. 191 will take siding.
No. 802 is superior to 801.
No. 804 is superior to 803.
No. 512 "Saturday Only."
No. 511 "Sunday Only."

Trains must obtain clearance cards before leaving Santa Clara when an operator is on duty.

REGISTERING STATIONS:
Elmhurst, Newark, Santa Clara and San Jose. (See page 24.)

TRAINS WILL STOP AS FOLLOWS:

At Arffs, all trains on signal except Nos. 57 and 58, except on Tuesdays and Saturdays No. 58 will stop to leave passengers during hunting season.

At Mayhew, No. 501 Wednesdays and Sundays only.
No. 506 Tuesdays and Saturdays only and 511 and 512.

‡No. 57 stop on signal Sundays only.

§Nos 191 and 192 stop to handle express at stations as directed by W. F. & Co.

Movement of trains between Santa Clara and San Jose (Coast Line Depot) will be governed by current Coast Division time table.

San Jose yard limits, from Santa Clara to Valbrick on the standard gauge line, and from Santa Clara to Dougherty on narrow gauge line.

Trains must reduce speed to 15 miles per hour between San Jose Passenger Depot and the west end of Guadalupe River trestle. East-bound trains must get a signal to "proceed" from the switch tender at switch to old main line (or round house track) before fouling said junction switch.

Engineers approaching Santa Clara interlocking tower must sound one short, one long, one short (thus: — ——— —) blast of the whistle, if they wish switches lined up for Coast Division main track; two short, one long, two short (thus: — — ——— — —) blasts of the whistle if they wish switches lined up for crossover on old S. P. C. Co. main line; Two short, one long, one short (thus — — ——— —) blasts of the whistle if they wish switches lined up between Western Division track and Coast Division main line.

Eastward. **FROM SAN FRANCISCO—WESTERN DIVISION: Branch Lines—TOWARD SAN FRANCISCO.** Westward.

SAN RAMON BRANCH.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS 144 San Ramon Passenger	SECOND CLASS 142 San Ramon Passenger and Freight	SECOND CLASS 60 San Ramon Passenger	Minimum running time between stations for passenger trains—mins.	Distance from San Francisco		Time Table No. 116 January 5, 1908. STATIONS	Distance from San Ramon	Minimum running time between stations for freight trains—minutes	SECOND CLASS 141 San Ramon Passenger	SECOND CLASS 143 San Ramon Passenger and Freight	SECOND CLASS 59 San Ramon Passenger
	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only							Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only
	4.00PM	7.40AM	7.40AM		0.0	DN	**SAN FRANCISCO** 39.1	58.8		9.28AM	6 08PM	6.08PM
4,053	5.48PM	9.40AM	9.27AM		39.1	DR	**AVON** 4.4	19.7		s 7.25AM	s 4.10PM	s 4.20PM
5,393 W	s 6.00	s 10.20	s 9.38	7	43.5	DNR	CONCORD 0.7	15.3	11	s 7.14	s 3.47	s 4.10
935					44 2		NACIO 1.9	14.6				
4,098	f 6.07	f 10.35	f 9.45	5	46.1		HOOKSTON 3.1	12.7	6	f 7.09	f 3.10	f 4.03
3,414	s 6.14	s 10.45	s 9.52	5	49.2	D	WALNUT CREEK 4.4	9.6	7	s 7.02	s 2.50	s 3.56
1,215	s. 6.23	s 10.59	s 10.02	8	53.6		HEMME 2.2	5.2	11	s 6.52	s 2.30	s 3.47
4,185	s 6.28	s 11.06	s 10.08	4	55.8	D	DANVILLE 1.6	3.0	6	s 6.47	s 2.20	s 3.42
1,409	f	f	f	3	57.4		OSAGE 1.4	1.4	4	f	f	f
6,784 T	6.35PM	11.15AM	10.15AM	2	58 8	R	**SAN RAMON**	0.0	4	6.40AM	2.05PM	3.35PM
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only				(19.7)			Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only
	(0.47)	(1.35)	(0.47)				......Time over District......			(0.45)	(2.05)	(0.45)
	24.62	12.44	24.62				......Average speed per hour......			26.27	9.57	26.27

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTES—No. 142 is superior to No. 143.
Nos. 59 and 60 "Sunday Only."

REGISTERING STATIONS:
Avon and San Ramon. (See page 24).

TRAINS WILL STOP AS FOLLOWS:
At Widbero all passenger trains on signal.

Eastward. **FROM SAN FRANCISCO—WESTERN DIVISION: San Jose Branch—TOWARD SAN FRANCISCO.** Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS 280 San Jose Way Freight	FIRST CLASS 98 San Jose Passenger	FIRST CLASS 96 San Jose Passenger	FIRST CLASS 94 San Jose Passenger	FIRST CLASS 92 San Jose Passenger	FIRST CLASS 90 San Jose Passenger	Distance from San Francisco			Time Table No. 116 January 5, 1908. STATIONS	Distance from San Jose	FIRST CLASS 89 San Jose Passenger	FIRST CLASS *91 San Jose Passenger	FIRST CLASS 93 San Jose Passenger	FIRST CLASS 95 San Jose Passenger	FIRST CLASS *97 San Jose Passenger	THIRD CLASS 279 San Jose Way Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		6.40PM	5.20PM	3.00PM	1.20PM	6.40AM	0.0		DN	**SAN FRANCISCO** 30.2	47.7	7.08AM	7.48AM	9.28AM	2.48PM	6.48PM	
20,426 WY	2.15PM	8.10PM	6.55PM	4.20PM	3.15PM	8.15AM	30.2	Automatic Block.	DNR	**NILES** 3.5	17.5	s 5.37AM	s 6.15AM	s 7.55AM	s 1.05PM	s 5.07PM	7.15PM
5,364	2.34	s 8.17	s **7.01**	s 4.26	s 3.22	s 8.24	33.7			IRVINGTON 3.6	14.0	s 5.30	s 6.07	s 7.46	s 12.57	s 5.00	**7.01**
3,219	3.00	s 8.25	s 7.08	s 4.33	s 3.30	s 8.32	37.3		D	WARM SPRINGS 4.4	10.4	s 5.23	s 5.59	s 7.39	s 12.50	s 4.54	6.30
4,879	**3.40**	s 8.34	s 7.16	s **4.47**	s **3.40**	s 8.43	41.7		D	MILPITAS 2.6	6.0	s 5.16	s 5.52	s 7.32	s 12.42	s **4.47**	6.05
3,007	4.00	f 8.40	f 7.22	f 4.52	3.46	f 8.50	44.3			WAYNE 3.4	3.4	f 5.12	f 5.46	f 7.27	f 12.37	f 4.37	5.50
Term. Yard. WF TOI	**4.20PM**	8.50PM	7.30PM	5.00PM	3.55PM	9.00AM	47.7		DNR	**SAN JOSE**	0.0	5.05AM	5.40AM	7.20AM	12.30PM	**4.30PM**	5.30PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(17.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(2.05)	(0.40)	(0.35)	(0.40)	(0.40)	(0.45)				......Time over District......		(0.32)	(0.35)	(0.35)	(0.35)	(0.37)	(1.45)
	8.08	25.57	30.07	25.57	25.57	23.48				......Average speed per hour......		32.89	30.07	30.07	30.07	27.90	10.02

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTE—No. 280 is superior to No. 279.

*Nos. 91 and 97 will handle milk west San Jose.
Nos. 93 and 90, 95 and 92, 97 and 96 will handle San Jose Branch Mail Car between San Jose and Niles, daily except Sunday.

TRAINS WILL STOP AS FOLLOWS:
Nos. 89 and 98 will stop on signal Chisholm Crossing, one mile and half east of Niles.

REGISTERING STATIONS: Niles and San Jose. (See page 24).

Trains must get clearance card before leaving San Jose.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Merced and Milton Branches—TOWARD SAN FRANCISCO. Westward.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	FIRST CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 116 January 5, 1908 STATIONS	Distance from Merced	Minimum running time between stations for freight trains—minutes.	FIRST CLASS		THIRD CLASS
	306	152	154							151	153	305
	Passenger and Freight	* Passenger	Mixed							* Passenger	Mixed	Passenger and Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday							Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
		9.00 AM	9.00 AM		0.0	DN	**SAN FRANCISCO** 91.9	163.9		4.48 PM	7.28 PM	
Interm. Yard. WFTYI	7.45 AM	**1.30 PM**	**1.20 PM**		91.9	DNR	**STOCKTON** W. P. Crossing 5.8	72.0		11.50 AM	3.45 PM	4.00 PM
506	8.02	1.42	f 1.32	12	97.7		CHARLESTON (Spur) 1.6	66.2	13	†11.35	f 3.31	3.43
772		f		4	99.3		WALTHALL (Spur) 2.3	64.6	4	f	f	
541	8.13	1.51	f 1.41	4	101.6		HOLDEN (Spur) 3.2	62.3	5	f 11.27	f 3.22	3.32
3,127 WY	8.25	s 1.58	s 1.48	6	104.8	DR	**PETERS**	59.1	8	11.20	**3.12**	**3.15**
3,127			* 1.48		104.8	DR	**PETERS** 5.7 (Milton Branch)	59.1			s 3.12	
759			f 2.03	14	110.5		WAVERLEY 5.8 (Milton Branch)	64.8	20		f 2.57	
2,310 T			2.20 PM	14	116.3	DR	MILTON (Milton Branch)	70.6	22		Foot-Note 2.40 PM	
3,127 WY	8.25	1.58			104.8	DR	**PETERS** 4.4	59.1		s 11.20		Foot-Note 3.15
3,208	8.50	s 2.07		9	109.2	D	FARMINGTON 3.3	54.7	11	s 11.08		2.50
670		f		6	112.5		TRIGO (Spur) 2.6	51.4	9	f		
1,532	9.10	f **2.20**		5	115.1		COMETA 2.7	48.8	8	f 10.55		**2.20**
1,031		f		5	117.8		CLYDE (Spur) 3.8	46.1	7	f		
910		f		8	121.6		BURNETT (Spur) 1.8	42.3	10	f		
6,957 WT	**10.20**	2.40 2.45		3	123.4	D	OAKDALE Oakdale & W. Crossing 3.9	40.5	5	10.35 ***10.20**		1.30
2,808	10.32	f 2.53		6	127.3		CLARIBEL 6.7	36.6	9	f 10.00		12.50
5,437	10.50	s 3.03		9	133.4	D	WATERFORD 1.6	30.5	13	s 9.38		12.25
4,698	10.58	s 3.07		3	135.0		HICKMAN 5.8	28.9	4	s 9.30		12.15 PM
7,857 WT	11.15 AM	s 3.18		9	140.8	DR	MONTPELLIER 6.2	23.1	13	s 9.15		11.55 AM
4,051		f 3.31		9	147.0		RYER 2.8	16.9	14	f 8.58		
592		f 3.36		5	149.8		ARUNDEL 3.7	14.1	8	f 8.50		
5,571		f 3.44		5	153.5		AMSTERDAM 4.7	10.4	7	f 8.40		
620		f		7	158.2		NAIRN (Spur) 3.9	5.7	10	f		
I					162.1		A. T. & S. F. Crossing 1.8	1.8				
15,521 WFT		4.15 PM		9	163.9	DNR	**MERCED**	0.0	14	8.10 AM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday				(72.0)			Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.30)	(2.45)	(1.00)				Time over District			(3.40)	(1.05)	(4.05)
	18.97	28.80	24.40				Average speed per hour			19.25	22.24	11.97

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

FOOT-NOTES—No. 154 is superior to No. 153.
No. 306 is superior to No. 305.

FOOT-NOTE—On special order No. 305 will make trip Peters to Milton and do freight work. Whenever No. 153 cannot do so and leave Milton on or before 2.45 P. M., No. 153 will wire such advice promptly.

Trains must get clearance card at Milton when an operator is on duty.

* Nos. 151 and 152 will handle freight between Montpellier and Merced.
* No. 151 will wait until 11.00 a. m. for connection with Sierra Ry.
* No. 154 will wait at Peters for mail off No. 152.

REGISTERING STATIONS:
Stockton, Peters, Milton, Oakdale, Montpellier and Merced. (See Page 24.)

WESTERN DIVISION: Branch Lines.

Eastward FROM SAN FRANCISCO—VALLEY SPRING BRANCH—TOWARD SAN FRANCISCO. Westward

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS		Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco	Time Table No. 116 January 5, 1908.		Distance from Valley Spring	Minimum running time between stations for freight trains—minutes.	SECOND CLASS		THIRD CLASS
	312 Valley Spring Passenger and Freight	172 Passenger	174 Valley Spring Passenger							171 Passenger	173 Lodi Passenger	311 Lodi Passenger and Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Sunday Only				STATIONS			Arrive Daily	Arrive Sunday Only	Arrive Daily Ex. Sunday
		9.00AM			0.0	DN	SAN FRANCISCO	131.2		4.48PM		
3,261 W		1.05PM			106.8		WOODBRIDGE	29.4		12.50PM		
20,753 WTF	7.00AM	s 1.55	8.30AM	5	104.3	DNR	2.5 LODI	26.9	7	12.35PM 11.35AM	4.25PM	5.10PM
2,850 W	s 7.25	s 2.10	s 8.44	13	111.7	P	7.4 LOCKEFORD	19.5	19	s 11.15	s 4.08	s 4.47
2,610	s 7.55	s 2.20	s 8.51	6	115.7	P	4.0 CLEMENTS	15.5	10	s 11.00	s 3.59	s 4.35
2,672	s 8.20	s 2.35	s 9.05	11	121.8	P	6.1 WALLACE	9.4	15	s 10.45	s 3.45	s 4.15
1,107	s 8.50	s 2.50	s 9.20	11	127.4		5.6 HELISMA	3.8	12	s 10.30	s 3.27	s 3.50
422	f **	f **	f **	6	130.3		2.9 NORVAL (Spur)	0.9	8	f **	f **	f **
3,016 WT	9.30AM	3.10PM	9.45AM	2	131.2	PR	0.9 VALLEY SPRING	0.0	2	10.10AM	3.15PM	3.30PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Sunday Only				(29.4)			Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday
	(2.30)	(1.15)	(1.15)				Time over District			(2.40)	(1.10)	(1.40)
	10.72	29.70	21.44				Average speed per hour			17.40	22.97	16.08

FOOT-NOTES—No. 172 is superior to No. 173.
Nos. 174 and 312 are superior to No. 171.

** Trains will reduce speed to 8 miles per hour crossing trestle 128 G and H, and 129 A and C, between Helisma and Norval.
Trains will stop at cemetery between Lockeford and Lodi for funeral parties.

REGISTERING STATIONS: Lodi and Valley Spring. (See Page 24.)

Eastward FROM SAN FRAN.—AMADOR BRANCH—TOWARD SAN FRAN. Westward

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco	Time Table No. 116 January 5, 1908.		Distance from Ione	Minimum running time between stations for freight trains—minutes.	SECOND CLASS
	132 Ione Passenger and Freight							131 Ione Passenger and Freight
	Leave Daily				STATIONS			Arrive Daily
	9.00AM		0.0	DN	SAN FRANCISCO	139.8		4.48PM
8,276 WFT	2.15PM		112.7	DNR	GALT	27.1		11.15AM
677	f	12	118.3		5.6 CONLEY (Spur)	21.5	17	f
1,171	f 2.37	7	121.6		3.3 CICERO	18.2	10	f 10.50
466	f	3	123.0		1.4 CLAY (Spur)	16.8	4	f
2,437	s 3.15	24	133.3		10.3 CARBONDALE	6.5	31	s 10.15
963	f	6	134.0		0.7 YARU (Spur)	5.8	8	f
425	f		136.2		2.2 CLARKSONA (Spur)	3.6		f
858	f		138.7		2.5 DAGON (Spur)	1.1	8	f
4,407 WT	3.50PM	8	139.8	DR	1.1 IONE	0.0	3	9.30AM
	Arrive Daily				(27.1)			Leave Daily
	(1.35)				Time over District			(1.45)
	17.18				Average speed per hour			15.54

REGISTERING STATIONS: Galt and Ione. (See Page 24.)

Eastward FROM SAN FRANCISCO—YOSEMITE BRANCH—TOWARD SAN FRANCISCO. Westward

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco via Antioch	Time Table No. 116 January 5, 1908.		Distance from Raymond	Minimum running time between stations for freight trains—minutes.	SECOND CLASS
	156 Passenger and Freight							155 Passenger and Freight
	Leave Daily				STATIONS			Arrive Daily
	10.20AM		0.0	DN	SAN FRANCISCO	198.4		4.48PM
13,964 WTF	5.10PM		177.5	DR	BERENDA	20.9		10.00AM
I		15	180.8		3.3 A. T. & S. F. Crossing	17.6	15	
1,040	f 5.30		184.8		4.0 TALBOT	13.6		f 9.30
8,482	f 5.48	8	188.9		4.1 DAULTON	9.5	8	f 9.10
300	f	21	191.8		2.9 JESBEL (Spur)	6.6	21	f
1,270			195.8		4.0 DAY (Spur)	2.6		f
1,039	f 6.10		196.0		0.2 HERBERT	2.4		f 8.32
20,000	f 6.20	4	197.3		1.3 KNOWLES (Spur)	1.1	4	f 8.25
2,846 WT	6.30PM	3	198.4	DR	1.1 RAYMOND	0.0	3	8.00AM
	Arrive Daily				(20.9)			Leave Daily
	(1.20)				Time over District			(2.00)
	15.75				Average speed per hour			10.05

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

Trains must get clearance card at Ione, Valley Spring and Raymond when an operator is on duty.

REGISTERING STATIONS:
Berenda and Raymond. (See Page 24.)

FROM SAN FRANCISCO—WESTERN DIVISION: Branch Lines—Calistoga Branch.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FERRY							THIRD CLASS		SECOND CLASS								FIRST CLASS					Distance from San Francisco		Time Table No. 116 January 5, 1908	Minimum running time between stations for passenger trains—minutes
	Steamer Trip From No. 148	Steamer Trip From No. 48	Steamer Trip From No. 44	Steamer Trip	Steamer Trip	Steamer Trip	Steamer Trip	260 Passenger and Freight	262 Calistoga Freight	76 Passenger	74 Napa Passenger	170 Suisun Mixed	164 Napa Passenger	168 Suisun Passenger	162 Passenger	64 Calistoga Passenger	70 Santa Rosa Passenger	66 Calistoga Passenger Via N. W. P. Ry.	62 Calistoga Passenger	68 Santa Rosa Passenger			**STATIONS**	
	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	7.00PM	5.40PM											10.20AM			4.00PM	4.00PM	3.30PM N. W. Pac. Ry. Ferry	7.40AM	7.40AM	0.0	DN	**SAN FRANCISCO** DN 29.0	
	8.21PM	6.52PM											11.36AM			5.15PM	5.15PM		8.56AM	8.56AM	29.0	D	**VALLEJO JUNC.** 2.0	Vallejo Ferry
	† 8.35	** 7.05	5.38PM	4.00PM	11.50AM	9.20AM	7.10AM						11.50			5.26	5.26		9.08	9.08	31.0	D	**SOUTH VALLEJO** 1.6	
	8.45PM	7.20PM	5.48PM	4.10PM	12.01PM	9.30AM	7.20AM																**NORTH VALLEJO WHF.**	
28,047 WFT												3.45PM	s 11.50AM	6.55AM		**5.38PM**	**5.28PM**		**9.20AM**	**9.10AM**	31.0	DR	**SOUTH VALLEJO** 1.1	
948												s 3.48	s 11.53	s 6.58		s 5.41	s 5.31		s 9.23	s 9.13	32.1		NORTH VALLEJO 3.3	2
1,494												f 3.56	f 11.59AM	f 7.04		5.47	f 5.37	From West Napa, Buchli and Wingo	9.29	f 9.18	35.4		FLOSDEN 2.9	4
12,064 YO									8.25AM	Foot-note **5.41PM**	5.00PM	s **4.04PM**	s 12.05PM	s **7.10AM**	6.35AM	s **5.53**	**5.43PM**		s **9.35**	s **9.25AM**	38.3	DR	**NAPA JUNCTION** 3.7	4
448										f 5.47	5.07		f 12.13		f 6.42	f 6.00			f 9.43		42.0		THOMPSON (Spur) 3.2	4
432													f								45.2		IMOLA (Spur) 1.3	3
7,491 W								2.55PM	**8.55**	5.57PM	**5.15PM**		12.25PM		**6.51AM**	s 6.12			s 9.53		46.5	DR	NAPA 2.3	2
2,394								3.15PM	9.05							s 6.17		5.25PM	s 10.00		48.8	R	**UNION** 2.4	
970								Via West Napa, Buchli and Wingo	9.13							f 6.21		f 5.30	f 10.06		51.2		OAK KNOLL 1.5	9
828									9.20							f 6.25		f 5.33	f 10.11		52.7		TRUBODY 2.3	
2,759 W									9.35							s 6.30		s 5.37	s 10.17		55.0	D	YOUNTVILLE 3.5	
2,154									9.47							s 6.38		s 5.42	s 10.25		58.5	D	OAKVILLE 1.9	4
1,757									9.54							s 6.43		s 5.46	s 10.30		60.4	D	RUTHERFORD 1.8	2
1,596									10.01							f 6.47		f 5.49	f 10.33		62.2		ZINFANDEL 0.9	
528																					63.1		THOMANN (Spur) 0.3	4
1,402									10.10							f 6.50		f 5.51	f 10.37		63.4		CRANE 1.0	
4,232									**10.40**							s 6.55		s 5.53	s **10.40**		64.4		ST. HELENA 1.1	
908									10.53							6.57		5.55	10.43		65.5		KRUG 0.8	
967									10.57							f 7.00		5.57	f 10.44		66.3		BARRO 2.2	
555 W																f			f		68.5		BALE (Spur) 0.8	9
1,119									11.08							f 7.05		f 6.02	f 10.52		69.3		LARKMEAD 0.7	
847 W																f		f	f		70.0		MAPLE 2.7	
2,681 WT									11.25AM							7.12PM		6.10PM	11.00AM		72.7	DR	**CALISTOGA**	
	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(41.7)	
								(0.20)	(3.00)	(0.16)	(0.15)	(0.19)	(0.25)	(0.15)	(0.16)	(1.34)	(0.15)	(0.45)	(1.40)	(0.15)			....................Time over District	
								6.99	11.46	30.10	32.80	23.05	37.10	29.20	30.10	25.55	28.90	31.98	25.02	28.90			....................Average speed per hour	

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

☞FOOT-NOTES—No. 74 is superior to No. 75.
No. 262 is superior to No. 261.

SPECIAL NOTE—On Tuesdays and Saturdays, during hunting season, October 1 to February 15, inclusive, Train and Engine Crew of No. 76 will connect with No. 64 and receive special order to run "Extra" Napa Junction to Cordelia and return. On such days No. 64 will take No. 76's Napa passengers from Napa Junction.

OBSERVE—Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa line. Cross-over switch at west end of this siding must be lined up for Tiburon line and all cars must be kept off siding between these switches.

Trains must get clearance card at South Vallejo when operator is on duty.

TRAINS WILL STOP AS FOLLOWS:
At Suscol, Nos. 62, 64, 164 and 74 on signal.
At Middleton, Nos. 62 and 64 on signal.
At Orphans' Home, Nos. 68, 70, 164, 168 and 170 on signal.
☞Nos. 162 and 76 will leave Cement Works at Napa Junction at 6:30 A. M. and 5:40 P. M. respectively.
No. 74 Sunday will leave Cement Works 4:58 P. M.

STEAMER WILL STOP AS FOLLOWS:
** Stops at South Vallejo Saturday and Sunday only.
† Stops at South Vallejo Sunday only.

TOWARD SAN FRANCISCO—WESTERN DIVISION: Branch Lines.—Calistoga Branch.

Westward.

Minimum running time between stations for freight trains—minutes.	Time Table No. 116 January 5, 1908	Distance from Calistoga	FIRST CLASS					SECOND CLASS							THIRD CLASS		FERRY							
			61	67	65	63	69	161	71	167	163	175	75	§169	259	261								
			Calistoga Passenger	Santa Rosa Passenger	Calistoga Passenger via N. W Pac. Ry.	Calistoga Passenger	Santa Rosa Passenger	Passenger	Napa Passenger and Freight	Vallejo Passenger	Vallejo Passenger and Freight	Vallejo Passenger	Passenger	Passenger and Freight	Passenger and Freight	Calistoga Freight	Steamer Trip For Nos. 61 and 67	Steamer Trip For No. 47	Steamer Trip	Steamer Trip For Nos. 63 and 69	Steamer Trip For No. 19	Steamer Trip Tie up	Steamer Trip For No. 148	Steamer Trip Tie up
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex.Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Sunday Only	Arrive Sunday Only
	DN **SAN FRANCISCO** 29.0	72.7	9.28AM	9.28AM	10.25AM N. W. Pac. Ry. Ferry	6.08PM	6.08PM											11.28AM						
	D **VALLEJO JUNC.** 2.0 Vallejo Ferry	43.7	7.55AM	7.55AM		4.50PM	4.50PM											10.10AM			6.11PM		7.55PM	
	D **SOUTH VALLEJO** 1.6	41.7	7.40	7.40		4.37	4.37										7.30AM	s 9.53	12.10PM	4.20PM		7.30PM	7.45	8.55PM
	NORTH VALLEJO WHF.																7.20AM	9.45AM	12.01PM	4.10PM	5.48PM	7.20PM	7.35PM	8.45PM
4	DR **SOUTH VALLEJO** 1.1	41.7	s 7.30AM	7.40AM	To West Napa, Buchli and Wingo	s 4.23PM	4.34PM			9.55AM	3.08PM	3.08PM		6.15PM	From West Napa, Wingo and Buchli									
8	NORTH VALLEJO 3.3	40.6	s 7.27	s 7.37		s 4.20	s 4.31			s 9.50	s 3.03	s 3.03		s 6.10										
8	FLOSDEN 2.9	37.3	7.20	f 7.30		4.14	f 4.24			f 9.41	f 2.53	f 2.53		f 6.01										
8	DR **NAPA JUNCTION** 3.7	34.4	s 7.15	7.25AM		s 4.09	4.19PM	6.15AM	9.10AM	9.35AM	2.45 **1.25	s 2.45	5.31PM	5.53PM		3.10PM								
6	THOMPSON (Spur) 3.2	30.7	f 7.07			4.00		6.07	9.03		f 1.17	f 2.37	5.23											
3	IMOLA (Spur) 1.3	27.5																						
	DR NAPA 2.3	26.2	s 7.00			s 3.52		6.00AM	8.55AM		x 1.10PM	2.30PM	5.16PM		x11.10AM	2.30								
	R **UNION** 2.4	23.9	s 6.52		s 8.32AM	s 3.45									10.55AM	1.55								
18	OAK KNOLL 1.5	21.5	f 6.48		f 8.27	f 3.40										1.40								
	TRUBODY 2.3	20.0	f 6.46		f 8.24	f 3.36										1.33								
	D YOUNTVILLE 3.5	17.7	s 6.42		s 8.20	s 3.30										1.25								
7	D OAKVILLE 1.9	14.2	s 6.35		s 8.14	s 3.21										1.10								
4	D RUTHERFORD 1.8	12.3	s 6.32		s 8.11	s 3.16										1.01								
	ZINFANDEL 0.9	10.5	f 6.28		f 8.08	f 3.12										12.52								
8	THOMANN (Spur) 0.3	9.6																						
	CRANE 1.0	9.3	f 6.26		8.06	f 3.10										12.45								
	ST. HELENA 1.1	8.3	s 6.25		s 8.05	s 3.09										12.40								
	KRUG 0.8	7.2	6.22		8.02	3.04										12.28								
	BARRO 2.2	6.4	f 6.21		8.01	f 3.03										12.25								
18	BALE (Spur) 0.8	4.2	f			f																		
	LARKMEAD 0.7	3.4	f 6.16		f 7.56	f 2.56										12.10PM								
	MAPLE 2.7	2.7	f		f	f																		
	DR **CALISTOGA**	0.0	6.10AM		7.50AM	2.50PM										11.55AM								
	(41.7)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	Leave Daily Ex.Sunday	Leave Daily	Leave Daily	Leave Daily Ex.Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Sunday Only	Leave Sunday Only
	Time over District		(1.20)	(0.15)	(0.42)	(1.33)	(0.15)	(0.15)	(0.20)	(0.20)	(1.58)	(0.38)	(0.15)	(0.27)	(0.10)	(3.15)								
	Average speed per hour		31.20	28.90	34.27	26.75	28.90	32.80	24.60	21.09	24.38	24.38	32.64	16.20	13.86	10.51								

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

FOOT-NOTES—No. 74 is superior to No. 75.
No. 262 is superior to No. 261.

OBSERVE—Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa line. Cross-over switch at west end of this siding must be lined up for Tiburon line and all cars must be kept off siding between these switches.

Trains must get clearance card at Calistoga when an operator is on duty.

REGISTERING STATIONS:
South Vallejo, Napa Junction, Napa, Union Calistoga (See page 24.)

TRAINS WILL STOP AS FOLLOWS:
At Suscol, Nos. 61, 63, 163 and 175 on signal.
At Middleton, Nos. 61 and 63 on signal.
At Orphans' Home, Nos. 67, 69, 167, 169, 163 and 175 on signal.
Nos. 161, 75 will run to Cement Works at Napa Junction.
§ No. 169—no San Francisco connection.
** No. 163, on special order, will make trip to Creston and return.
x Engines on 163 and 259 will change daily at Napa for fuel.

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Branch Lines—TOWARD SAN FRANCISCO. Westward.

SUISUN BRANCH.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	THIRD CLASS	THIRD CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS	Minimum running time between stations for passenger trains—min.	Distance from San Francisco via Vallejo		Time Table No. 116 January 5, 1908. STATIONS	Distance from Suisun	Minimum running time between stations for freight trains—minutes	SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS	THIRD CLASS	THIRD CLASS	THIRD CLASS
		296 * Santa Rosa Freight Leave Daily Ex. Sunday	264 Calistoga Freight Leave Daily Ex. Sunday			170 Suisun Passenger Leave Daily	168 Suisun Passenger Leave Daily							167 Vallejo Passenger Arrive Daily	169 Vallejo Passenger Arrive Daily			263 Calistoga Freight Arrive Daily Ex. Sunday	295 Santa Rosa Freight Arrive Daily Ex. Sunday	
28,047						3.45PM	6.55AM		31.0	D	**SOUTH VALLEJO** 7.3	20.1		9.55AM	6.15PM					
12,064 YO		**5.55PM**	3.40PM			4.20PM	7.25AM	15	38.3	DR	**NAPA JUNCTION** 3.7	12.8	10	9.20AM	**5.42PM**			8.00AM	10.25AM	
4,613 W		6.12	3.57			f 4.28	f **7.40**		42.0		CRESTON 3.8	9.1		f 9.05	f 5.30			**7.40**	9.50	
5,820		6.30	4.15			s 4.38	s 7.51		45.8	D	CORDELIA 1.4	5.3		s 8.50	s 5.18			7.10	9.22	
9,907						f	f	10	47.2		THOMASSON (Spur) 1.7	3.9	15	f	f					
906		6.45	4.26			4.45	* 8.00		48.9		SUBEET 2.2	2.2		† 8.41	5.10			6.58	9.09	
32,028 WFTYO		7.00PM	**4.40PM**			**4.50PM**	8.05AM		51.1	DNR	**SUISUN**	0.0		8.35AM	5.05PM			6.50AM	9.00AM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily				(12.8)			Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
		(1.05)	(1.03)			(0.30)	(0.40)				Time over District			(0.45)	(0.37)			(1.10)	(1.25)	
		11.81	12.09			24.16	19.20				Average speed per hour			16.00	20.76			10.97	9.03	

* No. 296 will carry passengers.

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

FOOT NOTES—No. 168 is superior to 167.
No. 170 is superior to 169.

NOTE—Special Foot-note Page 20.

REGISTERING STATIONS:
Suisun and Napa Junction. (See Page 24.)

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION: Union, Buchli and Wingo Branch—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS	SECOND CLASS	SECOND CLASS	FIRST CLASS	FIRST CLASS	FIRST CLASS	Minimum running time between stations for passenger trains—min.	Distance from San Francisco		Time Table No. 116 January 5, 1908. STATIONS	Distance from Union.	Minimum running time between stations for freight trains—minutes	FIRST CLASS	FIRST CLASS	FIRST CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS
			404 Passenger and Freight Leave Daily			66 Calistoga Passenger via N. W. Pac. Ry. Leave Daily								65 Calistoga Passenger via N. W. Pac. Ry. Arrive Daily		403 Passenger and Freight Arrive Daily			
			7.40AM Via N. W. P.			3.30PM Via NWP Ferry			DN	**SAN FRANCISCO**				10.25AM Via NWP Ferry		6.20PM Via N. W. P.			
			10.05AM			5.01PM		36.2	R	**WINGO** 5.5	14.1			9.00AM		4.15PM			
813			10.25AM			5.09PM	10	41.7	R	**BUCHLI** 3.2	8.6	20		f 8.50AM		s 4.02PM			
1,223			s 10.32			f 5.14		44.9		STANLEY 3.4	5.4			f 8.46		s 3.56			
4,870 WTF			s 10.45			s 5.20		48.3	D	WEST NAPA 2.0	2.0			s 8.40		s 3.50			
2,394			s 10.50AM			s 5.25PM		50.3	R	**UNION**	0 0			8.33AM		* 3.45PM			
			Arrive Daily			Arrive Daily				(14.1)				Leave Daily		Leave Daily			
			(0.45)			(0.24)				Time over District				(0.27)		(0.30)			
			18.80			35.25				Average speed per hour				31.33		28.20			

West-bound trains are superior to trains of the same class in the opposite direction. See Rule 72.

NOTE—See page 23, Santa Rosa Branch, for movement of trains Buchli to Wingo.

OBSERVE—Trains 65 and 66 will head in on siding just east of shelter shed at Union, pull through siding for West Napa lines. Cross-over switch at west end of this siding must be lined up for Tiburon line and all cars must be kept off siding between these switches.

* Wait 10 minutes for connection with No. 63.

REGISTERING STATIONS:
Union and Wingo, Buchli. (See Page 24.)

Eastward. FROM SAN FRANCISCO—WESTERN DIVISION BRANCH LINES: Santa Rosa and Wingo Branches.—TOWARD SAN FRANCISCO. Westward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS	SECOND CLASS		FIRST CLASS			Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco		Time Table No. 116 January 5, 1908	Distance from Santa Rosa.	Minimum running time between stations for freight trains—minutes.	FIRST CLASS			SECOND CLASS		THIRD CLASS
	294	406	402	70	68	166							67	69	165	401	405	293
	Santa Rosa Freight	Passenger and Freight	Passenger and Freight	Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.							Santa Rosa Passenger	Santa Rosa Passenger	Calistoga Passenger Via N. W. Pac. Ry.	Passenger and Freight	Passenger and Freight	Santa Rosa Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
				4.00PM	7.40AM			0.0		**SAN FRANCISCO**	75.0		9.28AM	6.08PM				
12,064 YO	10.50AM		**9.15AM**	5.47PM	**9.27AM**		8	38.3	DR	**NAPA JUNCTION** 4.9	36.7	11	7.24AM	4.17PM			4.52PM	5.15PM
813	11.15	From Union and West Napa	f 9.27	f 6 02	f 9.42	From Union and West Napa		43.2	R	**BUCHLI**	31.8	5	7.11	4.02	To West Napa and Union	To West Napa and Union	4.38	4.55
813	11.15	**4.02PM**	9.27	6.02	9.42	8.50AM		43.2	R	**BUCHLI** 2.2	31.8		f 7.11	f **4.02**	5.09PM	f 10.25AM	f 4.38	4.55
721	11.22	f 4.06	f 9.33	f 6.07	f 9.47	8.53	4	45.4	Automatic Block.	MERAZO 1.3	29.6	8	f 7.06	f 3.55	5.05	f 10.18	f 4.33	4.47
No Siding	11.25	4.09	9.35	6.09	9.50	8.55		46.7		**RAMAL**	28.3		7.04	3.52	5.03	10.15	**4.30**	**4.40**
No Siding		4.09	9.35			8.55	3	46.7		**RAMAL** (No Siding) 2.0	28.3	4			5.03	10.15	4.30	
Siding on N.W.P. Ry		** 4.15PM	9.45AM			9.00AM		48.7	R	**WINGO**	30.3				5.01PM	*10.05AM	4.25PM	
No Siding	11.25			6.09	9.50		5	46.7		**RAMAL** (No Siding) 3.5	28.3	7	7.04	3.52				4.40
2,475	11.50AM			f 6.18	f 9.59		5	50.2	D	N. W. Pac. Ry. Crossing SHELLVILLE 3.1	24.8	7	f 6.57	f 3.44				4.25
310							2	53.3		SNYDER (Spur) 1.4	21.7	3						
2,349 W	12.05PM			s 6.28	s 10.10		3	54.7	D	EL VERANO 1.7	20.3		s 6.49	s 3.34				4.00
606				f	f		1	56.4		AGUA CALIENTE (Spur) 0.9	18.6		f	f				
369				f	f		1	57.3		SOBRE VISTA (Spur) 0.5	17.7	5	f	f				
892	12.15			f 6.36	f 10.18		1	57.8		N. W. Pac. Ry. Crossing YULUPA 0.7	17.2	4	f 6.43	f 3.27				3 49
508	12.20			f 6.39	f 10.21		3	58.5		GELSTON 1.5	16.5		f 6.40	f 3.24				3.44
898	12.25			s 6.41	s 10.24		1	60.0		GLEN ELLEN 0.6	15.0	5	s 6.37	s 3.22				3.40
499	12.30			f 6.43	f 10.26		3	60.6		WARFIELD 1.4	14.4		f 6.36	f 3.20				3.38
495	12.35			f 6.46	f 10.29		3	62.0		BELTANE 1.6	13.0	6	f 6.32	f 3.17				3.33
505	12.41			f 6.50	f 10.33		1	63.6		WILDWOOD 0.8	11.6		f 6.28	f 3.12				3.25
2,497	12.47			s 6.52	s 10.35		2	64.4	D	KENWOOD 1.4	10.6	9	s 6.26	s **3.10**				**3.10**
561				f	f		1	65.8		LAWNDALE (Spur) 0.7	9.2		f					
480	12.56			f 6.56	f 10.40		2	66.5		LOS GUILICOS 1.3	8.5		f 6.20	f 3.05				2.40
1,290	1.00			f 6.58	f 10.43			67.8		ANNADEL 1.6	7.2	6	f 6.17	f 3.02				2.35
620				*	*		5	69.4		OLESON (Spur) 0.9	5.6		*	*				
1,078	1.10			f 7.04	f 10.48		3	70.3		MELITTA 1.9	4.7		f 6.10	f 2.55				2.20
992							5	72.2		BAKU (Spur) 2.8	2.8	14						
5,408 WT	1.40PM			7.15PM	11.00AM			75.0	DR	**SANTA ROSA**	0.0		6.00AM	2.45PM				2.00PM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				36.7			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.50)	(0.13)	(0.30)	(1.28)	(1.33)	(0.10)				Time over District			(1.24)	(1.32)	(0.08)	(0.20)	(0.27)	(3.15)
	13.34	26.38	21.00	25.00	23.90	33.30				Average speed per hour			29.71	23.95	37.00	16.00	22.30	11.41

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-notes.

FOOT NOTE.—No. 294 is superior to No. 293.
No. 402 is superior to No. 401.
No. 406 is superior to No. 405.

Trains switching or using siding at Wingo on N. W. Pac. Railway must carefully observe Rule 99, also be governed by current Time Table N. W. Pac. Railway, and carefully note Special Rules Page 28, covering movements at Wingo.

NOTE.—Between Ramal and Buchli Automatic Signals are in operation. See Special Rule, page 28, Santa Rosa and Napa Junction.

Trains must get clearance card at Santa Rosa when an Operator is on duty.

TRAINS WILL STOP AS FOLLOWS:
Tule Vista Nos. 67 68, 69 and 70 during hunting season on signal.
At Felice—Nos. 67, 68, 69 and 70 on signal.

* Connect with N. W. Pac. Ry. 208
** Connect with No. 209 N. W Pac. Railway; No. 209 will not wait for No. 406 if late.

REGISTERING STATIONS:
Santa Rosa Buchli and Napa Junction. (See page 24.)

WESTERN DIVISION : Branch Lines.

Eastward. FROM SAN FRAN.—CLEAR LAKE BRANCH—TOWARD SAN FRAN. Westward.

Time Table No. 116

January 5, 1908.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS 80 Winters Passenger Leave Daily	FIRST CLASS 78 Rumsey Mixed Leave Daily	Minimum running time between stations for passenger trains—minutes.	Distance from San Francisco.		STATIONS	Distance from San Francisco	Minimum running time between stations for freight trains—minutes.	FIRST CLASS 79 Winters Passenger Arrive Daily	FIRST CLASS 77 Rumsey Mixed Arrive Daily
	3.00PM	7.00AM		0.0		**SAN FRANCISCO** 60.5	111.6		10.48AM	7.28PM
12,978 WYF	6.00PM	9.52AM		60.5	DNR	**ELMIRA** 4.3	51.1		7.50AM	4.20PM
8,256	s 6.10	s 10.02	5	64.8	D	VACAVILLE 1.9	46.8	11	s 7.40	s 4.05
680	f	f	2	66.7		VIOLET (Spur) 2.9	44.9	5	f	f
1,495	f	f	3	69.6		HARTLEY 1.8	42.0	7	f	f
778	f	f	3	71.4		ALLENDALE (Spur) 3.7	40.2	5	f	f
1,298	f 6.30	f 10.30	5	75.7		WOLFSKILL 2.0	36.5	9	f 7.15	f 3.08
6,061 WT	6.35PM	s 10.40	2	77.1	DR	WINTERS 4.3	34.5	6	7.10AM	s 3.03
1,150		f 10.53	6	81.4		ELY 3.3	30.2	11		f 2.49
1,211		f 11.02	4	84.7		CITRONA 3.2	26.9	8		f 2.40
3,432		s 11.10	4	87.9		MADISON 3.1	23.7	9		s 2.30
6,627 WT		s 11.18	4	91.0	D	ESPARTO 1.9	20.6	10		s 2.15
3,055			3	92.9		CORFU (Spur) 0.6	18.7	6		
1,297		f 11.25	1	93.5		CAPAY 4.2	18.1	3		f 2.05
1,309		f 11.36	7	97.7		CADANASSA 4.1	13.9	14		f 1.50
1,314		f 11.48	7	101.8		TANCRED 2.6	9.8	14		f 1.34
1,304		f 11.55AM	4	104.4		SURREY 1.0	7.2	8		f 1.26
557		f 12.02PM	3	105.4		AMARANTH 1.3	6.2	3		f 1.22
1,329		s 12.08		106.7	D	GUINDA 0.6	4.9	4		s 1.18
616		s 12.13	1	107.3		SAUTERNE 1.7	4.3	2		f 1.12
1,319		f 12.18	3	109.0		CASHMERE 2.6	2.6	6		f 1.07
3,080 WT		12.25PM	4	111.6	R	**RUMSEY**	0.0	10		1.00PM
	Arrive Daily	Arrive Daily				(51.1)			Leave Daily	Leave Daily
	(0.35)	(2.33)				....Time over District....			(0.40)	(3.20)
	28.45	20.04				....Average speed per hour....			24.90	15.30

West-bound trains are superior to trains of the same class in the opposite direction (see Rule 72), except as per foot-note.

FOOT-NOTE.—No. 78 is superior to No. 77.

REGISTERING STATIONS :
Elmira, Winters and Rumsey. (See page 24.)

WESTERN DIVISION

STANDARD CLOCKS.

At Oakland Pier (Dispatcher's Office), West Oakland (Telegraph office), San Jose, Tracy, Mendota, Fresno, Stockton, Lodi, Galt, Sacramento (Dispatcher's office), Berenda, South Vallejo, Suisun, Elmira.

BULLETIN BOARDS.

Oakland Pier.
West Oakland.
Port Costa.
Vallejo.
Napa—Suisun.
Elmira.
Davis.
Sacramento.—Brighton.
Galt.
Lodi.
Stockton.
Tracy.
Mendota.
Raymond.
Fresno.
San Jose—Santa Clara.

REGISTERING.

Registering stations for each district are shown at bottom of each page.

At registering stations which are day and night telegraph stations and which are not regular stops, first-class trains need not stop to register, or to check the register, or to make out check on train register form 2127, but **conductors** must throw off a register ticket, form 2588, to the operator giving the information required by the register, reducing speed if necessary, and **the operator** will then register for them. *Exception*—Rule 83 and D 83 must be observed when moving from double track to single track, unless prior register check shows **all superior trains** have passed, or if fail to properly **identify superior trains** on double track, stop at Register station end double track for positive check on such trains. Conductors and operators will comply with Rule 96 at registering stations where trains are not required to register, the same as at non-registering stations, the operator notifying all opposing trains which are of the same or inferior class to the train taking down signals.

Enginemen, before leaving any registering station, except as above provided, will require from the Conductor a check on proper blank showing the numbers of all superior trains, if any, together with time of arrival or of departure, and must assure themselves that no train affecting their rights is omitted therefrom.

TELEGRAPHONE INTERMEDIATE STATIONS.

"Telegraphone Intermediate Stations" to be used in accordance with Western Division Circular No. 812, Nov. 23, 1905, and instructions from General Superintendent. See Current Book Rules 250 to 256, Pages 55 to 56 inclusive.

Train and Engine men should use this apparatus in case of accident or great delay reporting promptly any failures.

Oakland Pier.—Dispatcher's office.
Vallejo Junction.
Port Costa.
Avon.
Tracy.
Mendota.
Niles.
San Jose.
Lathrop.
Stockton.
Lodi.
Galt.
Sacramento.
Benicia.
Suisun.
Elmira.
Napa Junction.
Santa Rosa.
Calistoga.
Merced.

At Fruitvale and West Berkeley "Telegraphones" have been installed for suburban trains only.

SIGNS AND CHARACTERS.

The following signs when placed before the figures of the schedule indicate:

s—regular stop.
f—flag stop to receive or discharge passengers or freight.
*—stop only to leave passengers.
†—stop on signal only to receive passengers.
¶—stop for meals.
L—leave.
A—arrive.

The following signs when placed at left of station name indicate:

DN—day and night telegraph office.
D—day telegraph office.
N—night telegraph office.
R—register.
P—telephone.

The following signs placed at left of page indicate:

W—water station.
F—fuel station.
I—interlocking plant.
T—turntable.
Y—wye
O—track scales.
Bracket opening to the right—block signals.
Bracket opening to the left—double track.

Other signs are explained at foot of page on which they appear.

NOTE.—West-bound overland passenger trains, when behind time, carrying through passengers from stations east of Dunsmuir, Reno or Los Angeles, inclusive, destined to stations not scheduled to stop, failing to connect with Division local passenger trains at terminals or junctions, will stop to leave such passengers.

INTERLOCKING SIGNAL TOWERS.

(Location of Same.)

TOWER No. 1.—Oakland Pier Terminal.

The two signal bridges east of Oakland Pier depot will be known as Bridge No. 1 and No. 2. Bridge No. 1 is west of Tower No. 1, and Bridge No. 2 is east of it. The signal post on the bridges are placed over the right hand rail of the track upon which trains approach.

All trains starting out of Oakland Pier will be governed by dwarf signal placed on right-hand side track upon which train stands, which signal will be good only to Signal Bridge No. 1, from which point trains will get signal good only to Bridge No. 2.

West-bound trains coming into Oakland Pier on tracks 1 and 3 will be governed by signals on 4-arm bracket pole just east of wharf cross-over. These signals are good only to bridge No. 2, and enginemen will, under no circumstances, run by them when at danger without first getting a hand signal from some one in authority on the ground close enough to them to be certain of no misunderstanding. Trains coming from shop trestle will be governed by dwarf signals. (In accordance Rule 3, page 82.)

Whenever large whistle on top of Tower No. 1 is sounded, all engines or trains, moving within district controlled by this tower, should be at once brought to a full stop and not again moved until signal is given by proper authority from the tower

TOWER No. 2.—Easterly or Shore End of Oakland Pier (Mole)

TOWER No. 3.—Crossing 14th St. Line, First and Harrison Streets, Oakland.

The two-arm signal pole has been located about 600 feet east of Tower No. 3 on 1st Street and governs west-bound trains: Top arm governs west on main-line to present signal near Tower 3; lower arm governs through new cross-over link and new "Y" track to present signal located on Trestle approaching Harrison Street Bridge.

A new two-arm pole is located at the new junction of the 14th Street Line with the old Alameda Line. Top arm governs west-bound trains through the cross-over link and into Broadway (1st Street); lower arm governs over 1st Street and up Webster Street.

The present two-arm pole governs trains coming north off Harrison Street Bridge, as follows: Top arm governs to new signal at the New Junction of 14th Street and Alameda Line; lower arm governs through new "Y" and out on east-bound main-line on 1st Street.

TOWER No. 4.—Near Sixteenth Street Depot, Oakland.

TOWER No. 5.—Crossing 14th St. Line, 7th and Webster Streets, Oakland.

TOWER No. 6.—On Top Harrison Street Bridge Crossing Estuary, Foot Harrison Street, Oakland.

TOWER No. 7.—Foot Kirkham Street on First Street Line Near Peralta Street Freight Yard, West Oakland.

Trains from Oakland Pier or trains leaving Oakland Yard via First Street will be governed by interlocking signals from Tower 7, located at First and Kirkham Streets. West-bound two-arm "home" signal near the foot of Adeline Street, controlled from tower: Upper arm on this pole good for west-bound trains westerly or west-bound main lines; lower signal good for west-bound trains westerly across links into main Freight Yard. East-bound trains on east-bound main line governed by one-arm "home" signal almost opposite the tower. Other train movements at this tower to be controlled by dwarf signals.

TOWER No. 9.—East Oakland on 1st and 7th Street Lines.

Movement of trains through switches at East Oakland will be governed by interlocking signals. East-bound main-line signal is located about 400 feet west of cross-over link

East-bound Seventh Street signal is located between depot building and water column, this signal being located on LEFT-HAND SIDE OF TRACK WHICH IT GOVERNS.

West-bound trains are governed by two-arm signal located about 400 feet east of cross-over link—upper arm for main line; lower arm for 7th Street Line.

TOWER No. 10.—At Fruitvale.

West-bound main-line trains approaching this tower will be controlled by one arm high signal on cantilever pole and in addition, by one-arm high signal west of tower. West-bound 7th Street Locals approaching tower will be governed by one-arm high signal at Fruitvale Avenue, and in addition by one arm high signal west of tower, and also by one-arm high signal located at junction point of main line west bound and local tracks.

West-bound Alameda Locals from Alameda, Park Street, approaching this tower, will be governed by one-arm high signal 500 feet from junction switch, good for movement to depot and addition by one-arm high signal 400 feet west of station. East-bound trains approaching tower will be governed by signals on two-arm pole, top arm good for movement to next two-arm signal, bottom arm good for movement to 7th Street local track.

The two-arm signal at Alameda Junction Switch will govern as follows: Top arm controlling movement out east-bound main line, bottom arm controlling movement to Alameda Park Street Line.
East-bound 7th Street Local after making stop at Fruitvale Station must receive signal located on left-hand side before proceeding.
Other train movements at this tower will be controlled by dwarf signals of the usua type.

TOWER No. 11.—WEBSTER JUNCTION.—Eastbound trains, 14th Street line, from Alameda Mole approaching the interlocking limits will be governed by two-arm signal: Top arm for 14th St. local line to one-arm signal at electric road crossing, which signal is good over Harrison Street Draw to the present two-arm signal on trestle controlled by Tower No. 3.

East-bound Alameda Horse-shoe line trains from Alameda Mole will receive lower arm of two-arm signal, good to one-arm signal at electric road crossing, which signal is good east towards Mastick on double track

West-bound Alameda trains for Oakland Pier approaching interlocking will be governed by two-arm signal: Top arm good on Harrison Street Bridge route to one-arm signal in about present location, which signal is good over Harrison Street Draw to present two-arm signal controlled by Tower No. 3.

West-bound Alameda Horse-shoe trains from Mastick, approaching interlocking will receive lower-arm, good on Alameda Mole route to one-arm signal 400 feet East of Alameda and 14th St. line junction, which signal is good onto west-bound double track to Alameda Mole.

West-bound 14th Street line train approaching draw will receive top-arm, good over Harrison St. Draw to one-arm signal west of electric road crossing, which signal is good to Westbound track to Alameda Mole.

East-bound Alameda trains from Oakland Pier to Mastick, approaching drawbridge will receive Lower Arm, good over Draw to one-arm signal, which signal is good onto Eastbound track Alameda. It should be particularly noted that the routing of two-arm signal on the North side of Harrison Street Draw is just the reverse of the present.

All switching movements through this Interlocking will be governed by Dwarf Signals

TOWER No. 12.—Crossing Santa Fe & Berryman Line between Golden Gate and Lorin.
Movement of trains over said crossing, with the "current of traffic," will be governed by high-arm semaphore signals.
In addition to the regular high-arm signals with their derails, controlling traffic in proper direction, dwarf signals with derails will control the movement of trains over the crossing on either track against the current of traffic.

TOWER No. 8.—Junction Double Track Switch, East Port Costa.
Dwarf Signal 4, located 240 feet west of Junction Switch, will control movement of trains in an easterly direction on west-bound track through Junction Switch.

TOWER No. 14.—Crossing A. T. & S. F. Ry., 1.8 miles west Merced (Oakdale Branch).

TOWER No. 15.—Crossing A. T. & S. F. Ry., Berenda Branch, 3.4 miles east of Berenda.

COAST DIVISION TOWER.—San Jose; Junction of Western Division Niles Line and Coast Division.

COAST DIVISION TOWER.—SANTA CLARA.—Junction of Western Division, S. P. C. Branch and Coast Division

SACRAMENTO DIVISION TOWER—ELVAS.—Junction Western Division and Sacramento Division

TOWER —Stockton (Sacramento and Taylor Streets) Crossing A. T. & S. F. Railway.

A derailing switch has been placed on transfer track of A. T. & S. F. Ry. Care must be used to avoid backing off same.

TOWER CROSSING WESTERN PACIFIC RY., BETWEEN STOCKTON AND ARMBRUST.—

West bound trains on main line will, if route is clear, receive distant signal and Right Hand home signal on two-arm bracket post.

West bound trains on passing track will receive left hand two-arm signal on bracket post, but without Distance Signal.

East bound trains on main line, if route is clear, will receive Distant Signal and Left Hand Signal on two-arm bracket post.

East bound trains on passing track will receive Right Hand Home Signal on two-arm bracket post without Distant Signal.

TOWER—Crossing Western Pacific Ry. one mile east of French Camp.

West-bound trains will receive distant signal located 2450 feet east of crossing; also right-hand home signal located 450 feet east of crossing.

East-bound trains will receive distant signal located 2450 feet west of crossing; also right-hand home signal located 450 feet west of crossing.

WESTERN PACIFIC TOWER—Crossing Weber Avenue and Union Street, Stockton.

Westbound trains from Milton, Oakdale Branch, proceeding to depot on straight track, will receive UPPER arm on two-arm bracket pole, located on left-hand side of track.

Westbound trains proceeding to depot by way of Oakdale Siding, or to Roundhouse, will receive LOWER arm on two-arm bracket pole.

Eastbound trains will receive signals located on RIGHT-HAND side of respective tracks.

All signals in Interlocking System govern tracks in accordance Standard Rules 602 to 672, pages 104 to 110 inclusive.

In all cases Junction and Crossing Tracks at Interlocking Towers are protected by "derailers" about 50 feet beyond Home Signal.

When signals are inoperative and hand signals are used to move trains over tracks controlled by interlocking system, no such signal should be given or obeyed unless green flag or green lantern is used by Towerman.

DRAW-BRIDGES INTERLOCKED WITH SEMAPHORE SIGNALS.

NAPA RIVER, between Napa Junction and Buchli.

CYGNUS, Cordelia Slough.

SAN JOAQUIN RIVER, between Minard and Lathrop.

AVON, Pacheco Slough, speed must not exceed 15 miles per hour crossing above bridges

SACRAMENTO, west end Sacramento River Bridge, east-bound trains must not exceed six miles per hour full length of train.

If signals are clear proceed not exceeding speed above. If at Danger come to full stop, sending flagman ahead and be governed by Rule 663, page 109.

SPECIAL RULES.

Extra trains may pass or run ahead of third (3d) class trains without receiving an order to do so.

Rule 99, Pages 27 and 28, New Edition Book Rules, must be strictly observed.

Automatic Block Signals in service are indicated on each page to left of station names, also installation of such signals in progress on various parts of division. Such signals will be considered in operation when signal blades are applied and lights are burning at night. See Rules 501 to 517, inclusive, pages 101 to 103, and be governed accordingly. Trainmen and Enginemen must use EXTREME CARE in lining up properly all switches leading into main track, or automatic signals will stand at "Stop," causing unnecessary delay to trains. The side track end of ALL LINK SWITCHES at all stations, especially Davis, Elmira and Suisun, after using must be left lined up for SIDING. If left set for main line, signals will stand at danger.

Referring to Rule 504, Page 101, Standard Rules. ON SINGLE TRACK, trains will wait five minutes before following flagman, under conditions outlined in said rule. ON DOUBLE TRACK, under similar conditions, trains must come to a full stop and may then proceed cautiously, moving only under control—this meaning ability to stop within range of vision—flagman being invariably sent ahead in stormy or foggy weather.

NOTE.—EAST-BOUND train, with a "meet" on double track between Army Point and Arsenal, must stand WEST of signal No. 352 until West-bound trains have passed signal No. 355, near junction switch, to avoid holding Intermediate Signal against West-bound trains.

Block Signal rules provide that block signals do not affect the rights of a train under the time table or train rules, nor dispense with the use or observance of other signals whenever they may be required.

Trainmen must not depend upon the block system to protect their trains, but whenever necessary must see that the train is protected by flag, as per Rule 99, pages 27 and 28.

"Referring to Rule 302 (concerning distant signals) on page 90 in books of Rules and Regulations: Distant signals are also used for indicating position of obscure switches. When a distant switch signal stands at 'Caution,' it indicates that switch in advance of it is open, and that trains must be brought to a stop before reaching the open switch. When it stands at 'Safety,' it indicates that switch in advance of it is closed, and that trains may proceed."

Passenger trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time where indicated than given in the column headed "Minimum running time between Stations for passenger trains."

Freight trains must not be run from the instant of departure from any station to the instant of their arrival at the next station in less time where indicated than given in the column headed "Minimum running time between Stations for freight trains."

Noting RULE D 153, PAGE 31. "Trains must use caution in passing a train receiving or discharging passengers at a station and must not pass between it and the platform at which the passengers are being received or discharged." When on the OPPOSITE TRACK FARTHEST from the station must only pass a train at very slow speed. Engineers must have train under control, reducing speed far enough back so as to avoid a stop when they see that another train is about to take the station. Trains which DO NOT stop at the station should be given preference. In case of two trains, both of which are scheduled to stop, WEST-BOUND TRAIN to have preference.

(A). SUBURBAN TRAINS will have preference over all others at Oakland (16th St.) and at stations between Oakland Pier and Fruitvale. This rule must be strictly observed at 23rd Avenue and Fruitvale where 3 tracks are in operation. WEST-BOUND main-line trains coming into 16th Street must not pass either Berkeley local train when west of the east switch of the passing track, nor must enter the station at 16th Street while either Berkeley train is there. Between Oakland Pier and Fruitvale stations, if a local train is about to come to a stop or has done so at any station, the SPEED OF MAIN-LINE TRAINS must be reduced in passing such station, so that there will be no danger of hurting any passenger from the local train. Come to a full stop if necessary. SUBURBAN TRAINS must not enter stations Oakland (16th St.), Oakland (1st St.), or Fruitvale, when MAIN-LINE TRAINS are receiving or discharging passengers, except when locomotive is preceded by flagmen and then with great caution.

Road Engines when moving from Roundhouse to train, or from Train to Roundhouse, a red light must be displayed on the rear end of tank over center of track in addition to white light.

SAN FRANCISCO AND PORT COSTA.

Main Tracks between Oakland Pier and (Bay Street) West Oakland, are designated as numbers 1, 2, 3 and 4, numbering from the North and used as follows:

Track No. 1 for west-bound main line and suburban passenger trains;
Track No. 2 for east-bound main line and suburban passenger trains;
Track No. 3 for west-bound main line and suburban passenger trains;
Track No. 4 for east-bound main line and suburban passenger trains;

Main tracks between (Tower 4) 16th Street, Oakland, and Shellmound are designated as Nos. 1, 2, 3 and 4, numbering from the North and used as follows:

Track No. 1 for west-bound main line passenger and freight trains;
Track No. 2 for east-bound main line passenger and freight trains;
Track No. 3 for west-bound suburban trains;
Track No. 4 for east-bound suburban trains.

Main tracks between Shellmound and Corbin are designated as Nos. 1, 2 and 3, numbering from the North.

No. 1 for west-bound main line passenger and freight trains;
No. 2 for east-bound main line passenger and freight trains;
No. 3 for suburban passenger trains (West Berkeley Local).
Double track 1 and 2 extends from Corbin to Port Costa.
All trains will take the right-hand track.

The switches at 16th Street, Oakland, and end of double track east of Port Costa, will be operated and controlled by Towermen. Enginemen and trainmen must familiarize themselves with the signals connected therewith, and be governed accordingly.

Following rules will be applicable on Double Track between Oakland and Port Costa:

Between Oakland Pier, West Oakland and Port Costa, THIRD-CLASS and EXTRA TRAINS will move with the current of traffic, being governed by Automatic Block Signals, and must clear the time of FIRST-CLASS trains as required by Rule D-86. Telegraph offices at stations named on pages 2, 3, 4 and 5 will be maintained without Semaphores, orders on Form 19 to be issued at such stations when desirable.

Extra trains moving with current traffic between Oakland Pier, West Oakland and Port Costa on double track will not require telegraphic orders for such movements, but will report before leaving initial Terminal and obtain proper clearance. (Exception—Port Costa yard engines must receive telegraphic orders).

Also see Rules D 85, page 24, and D 97, page 27.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Approaching any switches within the limits of Oakland Yard, trains of this line will, when necessary, give whistle signal as per Standard Rule 14, page 16, to the switchtenders.

Trains going to West Oakland, through the freight track in Cedar Street, will be careful not to delay or block local or main line passenger trains; and when approaching 16th Street station, if ready to go through without stopping, will give four short blasts of the whistle, thus, — — — —

The freight track in Cedar Street, between West Oakland and 16th Street stations, is controlled by signals from Towers 2 and 4 of the Block System. Trains for West Oakland, arriving at 16th Street, may leave that station regardless of their schedule time, or of opposing trains, provided they get proper signals giving them a clear track; and trains may leave West Oakland regardless of arrival of opposing trains, provided they get proper signal giving them a clear track. When the signals will not work and hand signals are necessarily given, trains must be run in accordance with time and rights of Time Table.

Switch engines doing work on Cedar Street at Oil Works must obtain permission from Towerman, Tower 4, 16th Street, Oakland, before doing such work.

Trains must not run faster than 10 miles per hour in crossing University Avenue and Delaware Street, at West Berkeley station.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty-two miles an hour. It will therefore be necessary to slow down to that speed between the Northern Switch and the west end of the fill near Dalton's Foundry, on Cedar Street; also when running through Cedar Street, between Dalton's Foundry and Atlantic Street.

PORT COSTA YARD LIMITS.

The limits of Port Costa Yard will extend from the sign board near Eckleys to the sign board east of Nevada Dock. Within these limits extra trains must run with great care. Switches on long siding, or working track, which extends from Vallejo Junction to the boat tracks at Port Costa, must always be left closed on the siding.

The working track between Port Costa and Crockett may be used from seven (7) P. M. until six (6) A. M. for the west-bound movement of freight trains. Trainmen of such trains must protect themselves by flag, as per Rule 99, when pulling out on main line. Speed of freight trains using working track as above must not exceed fifteen (15) miles per hour, and crews of such trains must be in readiness at all times to protect rear end.

Automatic signal for east-bound trains has been installed at Port Costa. This signal is located about 600 feet west of the Flag Tower on the westerly side of the Port Costa Yard.

This signal controls the east-bound track to a point near the water column east of Port Costa Station.

PORT COSTA AND SACRAMENTO.

The limits of Benicia Yard will extend to and include House track, Army Point.

Tracks between Benicia and Arsenal will be used as double track main line.

All trains will take the right-hand track.

At Benicia, trains will be governed by special regulations issued to facilitate transfer on Benicia Ferry.

Switch at east end of double track at Arsenal will stand normally for the right-hand or west-bound track, and if used must be restored to such position.

Between hours 8.20 A. M. and 10.30 P. M. Switch-tender at Arsenal will open and close switch for all EAST BOUND passenger trains when called for by enginemen of such trains. Enginemen in all cases to have train under control and call for switch AND RECEIVE ALL-RIGHT SIGNAL FROM SWITCH-TENDER.

The limits of Sacramento Yard will extend to and include Washington Spur. Within the limits of the Yard all trains and light engines must he handled with care and kept under full control, and the bell must be rung constantly. Through obscure portions of yard such trains or engines must not pass the switchtender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

Under no circumstances must the speed of any train exceed six miles per hour over Sacramento River Bridge. This applies to the whole length of the train.

Speed of trains through Broderick, west Sacramento Bridge, must not exceed 8 miles per hour.

PORT COSTA, SAN RAMON AND TRACY

The speed of trains within the limits of Martinez, as designated by standard boards, must not exceed twenty (20) miles per hour.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop lines.

TRACY AND MENDOTA.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

All trains must be brought fully under control before passing over railroad crossing at Lyoth, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

By ordinance City Los Banos, misdemeanor to block any street crossing more than 10 minutes Be governed accordingly

STOCKTON, MILTON AND MERCED.

Speed of trains must be reduced to fifteen (15) miles per hour when passing over bridge at Tuolumne River (near Waterford). This applies to the whole length of the train.

LATHROP, MERCED AND FRESNO.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton line.

Cross over switch between Junction switch and Fresno main line, Lathrop, must be lined up to passing track; all trains from Fresno must come to full stop before passing switch.

All trains must be brought fully under control before passing over railroad crossing about 1 mile south of Lathrop, notwithstanding flagman may give clear signal, either by flag or semaphore.

Speed over the crossing must not, in any case, exceed 12 miles per hour.

Speed of trains within the limits of Modesto and Merced should be reduced to fifteen (15) miles per hour.

RAYMOND AND FRESNO.

By ordinance, the rate of speed of engines or trains is limited to eight (8) miles per hour while running in the city limits of Fresno; also, no crossing may be blocked longer than five (5) minutes at a time.

NILES AND SAN JOSE.

To conform to ordinance, speed of all trains or engines within the city limits of San Jose must not exceed six (6) miles per hour. Movement of trains between San Jose and Niles, while entering or leaving San Jose Yard, will be governed by interlocked semaphore signals controlled from tower near Third Street.

Yard limit board on Niles line, Western Division, San Jose yard, has been changed to a point about mile 46-½. This will take in what is known as Ruric Spur.

SAN FRANCISCO AND TRACY.

Main tracks between Oakland Pier and (Bay Street) West Oakland are designated as 1, 2, 3 and 4 numbering from the North and used as follows:

No. 1 for west-bound main line and suburban passenger trains;

No. 2 for east-bound main line and suburban passenger trains;

No. 3 for west-bound main line and suburban passenger trains;

No. 4 for east-bound main line and suburban passenger trains.

Main Tracks between (Tower 9) East Oakland and (Tower 10) Fruitvale are numbered 1, 2 and 3, numbering from the North, and used as follows:—

Track No. 1 for east-bound 7th Street suburban trains only.

Track No. 2 for west-bound main line passenger, freight and suburban trains

Track No. 3 for east-bound main line passenger, freight and suburban trains.

Except as designated above, double track extends from (Bay Street) West Oakland to Elmhurst via First Street. ALL TRAINS WILL TAKE THE RIGHT-HAND TRACK. Suburban trains of Alameda line will use main line double track between West Oakland and Fruitvale.

Left-hand high semaphore at East Oakland will govern No. 1 track.

Approaching Fruitvale on track (1) trains will be governed by new left-hand high arm signal, located 450 feet west of the switches.

Suburban trains west-bound will use west-bound main track (2), between Fruitvale and East Oakland, Seventh-street trains crossing over to proper tracks at East Oakland.

Movement of all trains between Oakland Pier and Fruitvale, on double track, via First Street, with "current of traffic," will be governed by automatic signals, and will be irrespective of time table and train order rights, except that freight and extra trains must use every endeavor to avoid delay in movement of passenger trains; suburban trains will have preference over all others.

Extra trains moving with "current of traffic" between Oakland Pier, West Oakland and Elmhurst on double track will not require telegraphic orders for such movements, but will report before leaving initial station and obtain proper clearance.

Oakland Seventh Street trains will give two short, one long and one short blast of the whistle, thus, — — ——— — as a signal to towermen Fruitvale. Alameda line suburban trains will give one short, one long and one short blast of the whistle, thus, — ——— —, as a signal to towermen. Main line trains via Niles will observe Rule 14, page 16; Rule 98, page 27, when necessary.

The east end of double track (Elmhurst) being east switch of link west of Junction Switch for South Pacific Coast main line trains.

The Junction Switch will stand normally for east-bound trains, Oakland to Niles line.

Unless switchtender is on duty and proper signal received, after calling for switch, trains to or from South Pacific Coast line and west-bound Niles to Oakland, must open and close junction switch.

The west link switch in west-bound main-line leading to junction switch will be set for west-bound trains.

Day and night telegraph office and register at Elmhurst. All west-bound trains from Niles and all S. P. C. Ry. will register or leave registering ticket, Form 2588, for operator to register. See Page 24.

The limits of Oakland Yard will extend from west end of trestle east of Alice Street, on Niles Line and the sign board east of draw-bridge on Alameda Line, through West Oakland Yard to Oakland Wharf and to 16th Street Station on Port Costa Line.

Should east-bound trains leave Oakland Yard by way of the main freight lead on First Street, must respect, and be governed by, pot signal near foot of Myrtle Street in passing from freight lead to east-bound main line track.

By ordinance, the rate of speed of engines or cars passing over, along or upon any of the public streets or highways in the city of Oakland is limited to twenty two miles an hour. It will therefore be necessary to slow down to that speed when running between Market and Alice streets on First Street, and when crossing Park Avenue at Twenty-third Avenue local station, the speed must be reduced to eight (8) miles an hour.

Trains should endeavor to avoid meeting on First Street between Franklin and Washington Streets. If such meet is unavoidable, the higher-class train, or the west-bound train of the same class, shall have the preference, and the other must be brought to a stand until its engine has been passed by the rear end of the opposing train.

On freight trains over Altamont Hill, between Niles and Ellis, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger, passing signals to engineer, setting hand brakes, etc.

TRACY, STOCKTON, LODI AND SACRAMENTO.

The junction switches at Tracy, after being used, must be set for the main track Tracy and Lathrop line.

The junction switches at Lathrop, after being used, must be set for the main track Tracy and Stockton lines.

Cross over switch between Junction switch and Fresno main line, Lathrop, must be lined up to passing track; all trains from Fresno must come to full stop before passing switch.

Between the boards designating the limits of the city of Stockton, the speed of all trains must not exceed eight (8) miles per hour. Between the boards designating the "Yard Limits" at Stockton all extra trains or engines must run with great care, expecting to find main track in use.

The " LONG SIDING " extending from SOUTH STREET, STOCKTON, to EL PINAL may be used as second track for main-line train movement under special orders.

Between Asylum Switch and South Street yard engines may use this siding as a working track, and train movement thereon must be governed accordingly.

Outside of such limits all trains and engines, including yard engines, must be moved only under full control.

By ordinance City Stockton, misdemeanor to block street crossings longer than 5 minutes.

Switch at junction of lines Lodi and Woodbridge, after being used, must be set normally for main track, Sacramento and Stockton line.

Junction switch, Valley Spring line, in Lodi passing track must be set normally for passing track. Trains using such track must exercise care to avoid delaying Lodi and Valley Spring Branch trains.

The limits of Sacramento Yard extend to and include the switch at Homestead station on Western Division and from Elvas to Sacramento on the Sacramento Division. Within the limits of the yard all trains and light engines must be handled with care and kept under full control and the bell rung constantly. Through obscure portions of yard such trains or engines must not pass the switch-tender's station at Sixth Street, Fourth Street, and east end of Sacramento River Bridge without receiving signals to "proceed."

By ordinance it has been made unlawful for

1. Any person, firm or corporation operating steam railroads within the City of Sacramento, to run any train or locomotive within the corporate limits of said City of Sacramento at a greater rate of speed than fifteen (15) miles an hour.
2. Every such railroad shall erect and keep erected at the point where such railroad enters the City, a signboard having legibly painted thereon the words "Slow speed, 15 miles an hour."
3. Penalty for each violation, a fine of not less than thirty nor more than five hundred dollars, or imprisonment in the city jail not exceeding thirty days or both such fine and imprisonment.

Trains must run carefully and keep a SHARP LOOKOUT in Sacramento yard, especially between Tenth and R Streets to Depot, and passing the Buffalo Brewery, where switch engines are liable to be working.

On the double track between Sacramento, Elvas and Roseville all trains must use the righthand track. Switches at Elvas will be operated and controlled by Towerman. The "Y" switches nearest to Ben Ali and Brighton, respectively, are controlled by Interlocking Signals indicated by semaphore arms located on poles 50 feet in advance of switch. When upper arm stands at " Proceed " the switches are set for Main track to Sacramento. When lower arm stands at " Proceed" switches are set for the "Y." Enginemen and Trainmen must familiarize themselves with the signals and be governed accordingly. All trains must approach Elvas cautiously and under full control. Trains from Brighton must not pass clearance point of Sacramento end of Elvas siding until signal allowing movement upon double track has been given by towerman. Trains moving via Elvas between Sacramento and Brighton will sound four long blasts of the whistle, thus ——— ——— ——— ———. Trains moving via Elvas between Brighton and Roseville will sound two long and three short blasts of the whistle, thus ——— ——— — — — , as a signal to the Towerman at Elvas to set the switches accordingly.

Movement of all trains between Twelfth Street, Sacramento, and Elvas, will be governed by automatic block signals irrespective of time table and train order rights. Under the conditions described in Automatic Block System Rule No. 504, trains must come to a full stop and may then proceed cautiously, moving only under control with ability to stop within range of vision, flagman being invariably sent ahead in stormy or foggy weather. No train, however, should pass signal No. 919 governing west-bound main line near Twenty-first Street should such signal be found at danger until signal has changed to safety, or hand-signal to proceed been given by switch tender.

See current Sacramento Division Time Table for further instructions and movement between Sacramento and Elvas, also Elvas and Roseville.

Towerman Elvas, will keep register for information Western Division trains moving to and from Sacramento Division.

TRACY, BRIGHTON AND SACRAMENTO—Continued.

Junction switch at Brighton west of the depot must be set normally for Brighton and Elvas line. Trains via Homestead will open and close this switch All trains running on the Galt to Sacramento line via Homestead will reduce speed to fifteen miles per hour in passing through either the east or west junction switches at Brighton

The Switch leading from Placerville to Homestead Line at Brighton must be set normally for Main track, Sacramento and Galt via Homestead.

Trains must approach crossing, Placerville and Elvas Line at Brighton, under control, so as to avoid striking trains of either line which may be using same.

SOUTH VALLEJO, SUISUN AND CALISTOGA.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

By ordinance, it has been made unlawful for an engine, whether alone or attached to a car or cars, to run, be drawn or propelled on any track within the corporate limits of the city of Napa at a rate of speed greater than four (4) miles per hour, or to move an engine at any speed within the corporate limits of the city unless the bell on said engine be kept ringing the whole time said engine is in motion. You will, therefore, be governed accordingly.

By ordinance, it is required that the speed of trains and engines be reduced to twelve (12) miles an hour between Charter Oak Avenue and Fulton Lane in the town of St. Helena.

On freight trains over Creston Hill, between Cordelia and Napa Junction, brakemen must ride on top of cars, head brakeman near engine and rear brakeman near caboose, that they may be in position to promptly take necessary action in case of danger, passing signals to engineer, setting hand brakes, etc.

NAPA JUNCTION, SANTA ROSA AND WINGO.

The junction switches at Napa Junction, after being used, must be set for the main track Napa Branch.

Automatic signals in service between Buchli and Ramal, movement of all trains between such points will be governed by indication of such signals, irrespective of time-table rights. A freight train, however, must not enter a clear block if a passenger train is so nearly due at opposite end of block that the freight train cannot clear the time of the passenger train five (5) minutes; but after such passenger train is ten (10) minutes late, the freight train may proceed if the block is still clear.

The junction switches at Buchli and Ramal will be set normally for the Santa Rosa-Napa Junction line. Signals will stand normally at "clear" for Santa Rosa-Napa Junction trains and at "danger" for West Napa-Wingo branch trains.

Before entering the automatic block limits, West Napa-Wingo branch trains must set junction switch for West Napa-Wingo line, which, if no train is occupying the block, will cause signal to assume the "clear" position, after which such train may proceed.

A train of either line finding signal at entrance to block at "danger" and not changing to "clear," as above described, will send flagman ahead immediately, and after waiting ten (10) minutes, will proceed in the manner prescribed by Automatic Block System Rule No. 504.

In all other respects train and engine-men will be governed by Automatic Block System Rules Nos. 501 to 517 inclusive, current Book of Rules.

UNION, WEST NAPA AND WINGO.

All trains will come to a stop before crossing the Napa Valley Electric Railway line at Myrtle Avenue, West Napa.

Conductors (or engineers in case of light engines) before permitting train or locomotive to go over crossing must ascertain whether trains of the electric railway line are approaching from either direction, by sending flagman ahead, and must give trains of the electric railway precedence and the right to crossing.

Switch at Wingo will be set normally for N. W. Pac. line. Enginemen on Southern Pacific trains approaching junction at Wingo will blow two long and three short blasts of the whistle, thus, ——— ——— — — -- as call to switch-tender to set switch for Southern Pacific line. Switch-tender on duty only during the day time. At night, train crews will throw the switch.

Southern Pacific swing train will make transfer to N W. Pac. Ry. trains at Wingo, transfer to be made at junction switch, necessitating train occupying N. W. Pac. Ry. Main line. When baggage and passengers are transferred, train will back up to clear N. W. Pac. main line.

Transfer of freight cars between Southern Pacific and N. W. Pac. Ry. will be made at Wingo siding, about 800 feet west of junction switch. Southern Pacific swing train should not occupy N. W. Pac. main line for switching freight cars until after connecting passenger trains have passed and must be fully protected while occupying N. W Pac. tracks.

All N. W. Pac. Ry. and Southern Pacific passenger trains will approach junction switch at Wingo under full control, expecting to find main line occupied. Eastbound freight trains on N. W. P. should approach west end of Wingo siding under full control expecting to find Southern Pacific train switching at that point.

Drawbridge located across Steamboat Slough, about 1000 feet west of Wingo junction switch. All trains will be governed by current rules before passing bridge. Train register has been placed at Union and Wingo. All trains must register at these stations.

ELMIRA AND RUMSEY.

All trains and engines on Clear Lake Branch, running from San Francisco, must come to a full stop at the stop board between Wolfskill and Winters, and cross Putah Creek Bridge at a speed not exceeding six (6) miles per hour. This bridge is also used for a public highway.

Trains must not exceed ten (10) miles per hour while running in the main street, in Capay.

Trains crossing on Steamer SOLANO between Port Costa and Benicia will be governed by the following regulations:

FREIGHT TRAINS.

Head brakemen must ride first cut (engine section) in on boat, riding on first car and setting brakes, after which he will return and ride head end of second and third cuts, and set brakes.

The rear brakeman must ride head end of last cut (caboose cut), then return and set all brakes on rear ends of cuts

Three deckhands will set brakes on all cuts in between the two brakemen.

On arrival at other side, head brakeman must release all brakes on first cut and ride it off the boat.

Rear brakeman must release all brakes on second cut and ride it off the boat.

The deckhands will release the brakes on the remainder two (rear) cuts.

PASSENGER TRAINS.

Head brakeman must ride rear end of first cut on the boat and set brakes.

Rear brakeman must ride head end of second cut on boat and set the brakes.

Yardmen must ride head ends of third and fourth cuts, when there are any, and set brakes

Deckhands must set the brakes in the middle cuts, the same as when handling freight trains.

In unloading the same programme should be followed as in handling freight trains.

Passenger trains while on the Steamer must keep vestibule doors and traps open. The traps and doors must be opened as soon as the train comes to a standstill on the boat. Passengers must be cautioned not to lean out of the vestibule doors, as there is danger of being struck by iron rods or bars of steamer.

Locomotives standing at end of apron awaiting transfer on Steamer must arrange to cover headlights whenever reflection from same would be directly over apron into slip.

COMPANY SURGEONS—WESTERN DIVISION.

NAME.	LOCATION.	DISTRICT.
Dr. F. K. Ainsworth, Manager and Chief Surg	San Francisco, Cal	San Francisco.
Dr. W. B. Coffey, Division Surgeon	San Francisco, Cal	San Francisco.
Dr. J. H. O'Connor	San Francisco, Cal	San Francisco.
Dr. S. J. Gardner	San Francisco, Cal	San Francisco.
Dr. Geo. H. Powers, Oculist and Aurist	San Francisco, Cal	
Dr. Redmond Payne, Oculist and Aurist	San Francisco, Cal	
Dr. Geo. R. Carson, Assistant to Staff	San Francisco, Cal	
Dr. V. P. Brown	San Francisco, Cal.	S. P. Emergency Hospital.
Dr. J. J. Meigs, Consulting Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo.
Dr. J. P. Dunn, Surgeon	Oakland, Cal	Between Oakland Pier, San Leandro and San Pablo
J. I. Vickerson, Assistant Surgeon		
Dr. E. F. Card, Oculist and Aurist	Oakland, Cal	
Dr. W. K. Sanborn, Emergency Surgeon	West Oakland, Cal	
Dr. C. H. Miller, Emergency Surgeon	San Leandro, Cal	
Dr. E. M. Keys	Alameda, Cal	Alameda Mole and Newark.
Dr. T. C. McCleave	Berkeley, Cal	Berkeley.
Dr. W. Lucas, Emergency Surgeon	Richmond, Cal	Richmond.
Dr. H. E. Morrison	Niles, Cal	Between San Leandro, Milpitas and Sunol.
Dr. F. W. Browning, Emergency Surgeon	Haywards, Cal	
Dr. C. A. Lutz	Irvington, Cal	
Dr. W. H. Cope	Pleasanton, Cal	Between Sunol and Remillard.
Dr. W. S. Taylor	Livermore, Cal	Between Remillard and Midway.
Dr. J. I. Beattie	Santa Clara	Lawrence. Newark and San Jose.
Dr. D. A. Beattie	San Jose, Cal	Between Milpitas, Santa Clara and San Jose.
Dr. J. U. Hall, Consulting and Emerg'y Surg.	San Jose, Cal	
Dr. W. H. Emerson, Emergency Surgeon	Centerville	
Dr. R. J. Smith, Emergency Surgeon	Milpitas, Cal	
Dr. A. W. Rickey	Port Costa, Cal	Between San Pablo, Benicia, Vallejo and Martinez.
Dr Frank Rattan	Martinez, Cal	Between Port Costa and Cornwall.
Dr. W. S. George	Antioch, Cal	Between Cornwall and Byron.
Dr. Frank S. Cook, Emergency Surgeon	Brentwood, Cal	
Dr. Geo. McKenzie	Concord, Cal	Between Avon and San Ramon.
Dr. C. R. Leach, Emergency Surgeon	Walnut Creek, Cal	
Dr. H. C. Reamer, Emergency Surgeon	Danville, Cal	
Dr. H. C. Crowder	Tracy, Cal	Between Byron, Westley, Midway and Lathrop.
Dr. H. V. Armistead	Newman, Cal	Between Westley and Ingomar.
Dr. C. F. Wade	Los Banos, Cal	Between Ingomar and Mendota.

NAME.	LOCATION	DISTRICT.
Dr. C. Mathewson, Emergency Surgeon	Dos Palos, Cal	
Dr. J. W. Jesse	Santa Rosa, Cal	Between Santa Rosa and Napa Junction
Dr. H. L. Parish	Calistoga, Cal	Between Calistoga and Rutherford.
Dr. D. E. Osborne, Emergency Surgeon	St. Helena, Cal	
Dr. E. Z. Hennessey	Napa, Cal	Between Rutherford and Napa Junction.
Dr. C. E. Turner	South Vallejo, Cal	Between Napa Junction and South Vallejo.
Dr. W. L. McFarland	Benicia, Cal	Between Benicia and Goodyear.
Dr. W. G. Downing	Suisun Cal	Between Goodyear, Napa Junction and Elmira.
Dr. H. P. Palmer	Vacaville, Cal	Between Elmira and Allendale.
Dr. C. H. Fairchild	Winters, Cal	Between Allendale and Rumsey.
Dr. L. P. Hall	Dixon, Cal	Between Elmira and Tremont.
Dr. W. E Bates	Davis, Cal	Between Tremont, Merritt and Webster.
Dr. G. A. White, Division Surgeon (Will render service outside of hospital only in consultation with District Surgeons.)	Sacramento, Cal	
Dr. A. M. Henderson	Sacramento, Cal	Between Webster, Sacramento and Florin.
Dr. G. L. Stevenson	Sacramento, Cal.	Between Webster, Sacramento and Florin.
Dr. W. E. Brigs, Oculist and Aurist	Sacramento, Cal	
Dr. Chas. Pius	Galt, Cal	Between Arno, Acampo and Cicero.
Dr. H. Beattie	Elk Gorve, Cal	Between Florin and Arno.
Dr. A. L. Adams	Ione, Cal	Between Cicero and Ione.
Dr. W. W. Fitzgerald	Stockton, Cal	Between Castle, Lathrop and Peters.
Dr. F. R. Clarke	Stockton, Cal	Between Castle, Lathrop and Peters
Dr. F. W. Colman	Lodi, Cal	Between Acampo and Castle.
Dr. S. R. Arthur, Emergency Surgeon	Woodbridge, Cal	
Dr. J. G. Priestly, Emergency Surgeon	Lockford, Cal	
Dr. W. L. Buckley	Milton, Cal	Between Peters and Milton.
Dr. J. A. Bainbridge, Emergency Surgeon	Lathrop, Cal	
Dr. J. G. Thompson	Oakdale, Cal	Between Peters and Claribel.
Dr. R. J. Schmeidel, Emergency Surgeon	Farmington, Cal	
Dr. J. L. Hennemuth	Waterford, Cal	Between Claribel and Montpellier.
Dr. C. W. Evans	Modesto, Cal	Between Lathrop and Livingston.
Dr. W. W. Apple, Emergency Surgeon	Turlock, Cal	
Dr. C. H. Castle	Merced, Cal	Between Livingston, Minturn and Montpellier.
Dr. C. W. Reid	Madera, Cal	Between Minturn and Borden.
Dr. T. M. Topp	Raymond, Cal	Between Berenda and Raymond.
Dr. O. B. Doyle	Fresno, Cal	Between Borden and Fresno.

HOSPITALS: General Hospital—S. P. Hospital, Sacramento, Cal., pending reconstruction of General Hospital at San Francisco, Cal. Division Hospitals—Oakland Central Hospital, Oakland, Cal., St. Francis Hospital, San Francisco, Cal. Emergency Hospital—S. P. Emergency Hospital, West Oakland, Cal.

NOTE—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

TONNAGE RATING—WESTERN DIVISION.

Revised, Jan. 17, 1907.

CLASS "C" Consolidation Engines "T" Ten-Wheelers "M" Moguls "A" Atlantic Type "P" Pacific Type "S" Switch "E" Eight-Wheelers "TW" Twelve-Wheelers	ENGINE NUMBERS	Boiler Pressure	* BENICIA TO SACRAMENTO	BETWEEN † OAKLAND AND MENDOTA (via Martinez)		BETWEEN TRACY AND SACRAMENTO	TRACY TO NILES	NILES TO TRACY	OAKLAND TO SAN JOSE	SAN JOSE TO OAKLAND	BETWEEN LATHROP AND FRESNO	**NAPA JUNCTION TO SUISUN	**SUISUN TO NAPA JUNCTION
			Rating in Ms.	Rating in Ms.		Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms.	Rating in Ms
			THROUGH	THROUGH	LOCAL	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH	THROUGH
E—57 16/24 34	1487	130	1885	1200	1590	1185	400	435	870	965	1250	380	255
E—57 16/24 39	1492	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63 16/24 39	1495, 1366	140	1265	1275	1715	1265	435	465	925	1020	1320	435	300
E—63 17/24 40	1522	140	1340	1360	1790	1340	460	500	990	1095	1415	404	300
E—63 16/24 48	1490, 1499	140	1560	1575	2070	1560	545	590	1150	1270	1640	520	360
E—63 16/24 39	1517	130	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57 17/24 49	1519, 1520, 1521	140	1625	1640	2190	1625	585	620	1195	1320	1695	580	405
E—63 17/24 40	1488	140	1310	1325	1750	1310	450	490	965	1070	1380	430	290
E—57 17/24 40	1515, 1523	140	1305	1320	1765	1305	460	490	955	1060	1365	460	320
E—63 17/24 43	1512, 1524, 1325	140	1470	1485	1955	1470	510	555	1085	1200	1545	490	335
E—57 17/24 57	1516, 1368, 1525	140	1895	1910	2550	1895	690	730	1395	1540	1975	690	490
E—63 17/24 50	1304	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63 17/24 54	1306	150	1725	1740	2280	1725	625	675	1280	1415	1810	600	425
E—63 17/24 52	1309	150	1770	1785	2345	1770	635	685	1315	1450	1860	610	425
E—63 17/24 48	1358	140	1650	1670	2190	1650	590	640	1225	1350	1735	565	395
E—69 17/26 55	1362, 1363	150	......	......	......	......	......	......	......	......	......	......	......
E—69 17½/26 55	1364, 1365	150	......	......	......	......	......	......	......	......	......	......	......
E—63 17/24 47	1349, 1316, 1322, 1330, 1332, 1333, 1334, 1337, 1338, 1340	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—63 17/24 47	1345, 1348, 1352, 1354, 1347	140	1630	1645	2165	1630	580	625	1210	1335	1715	555	385
E—69 18/24 68	1402, 1403, 1404, 1406, 1407, 1408, 1409, 1410, 1411	160	2210	2235	2870	2210	800	870	1645	1815	2320	730	515
E—69 18/28 57	1415, 1416, 1418	150	1945	2115	2815	1945	690	735	1425	1575	2025	670	465
E—69 18/28 62	1419, 1420, 1421, 1422, 1423, 1424	150	2115	1960	2590	2115	760	810	1555	1715	2205	735	515
E—73 20/24 92	1446, 1457	180	......	......	......	......	......	......	......	......	......	......	......
E—69 18/26 73	1463	160	......	......	......	......	......	......	......	......	......	......	......
E—62 18/26 85	1474	160	......	......	......	......	......	......	......	......	......	......	......
E—62 18/26 62	1475, 1478, 1479, 1480	160	......	......	......	......	......	......	......	......	......	......	......
M—63 20/28 126	1615, 1619, 1622, 1629, 1633, 1636, 1639, 1641, 1643, 1654, 1655, 1656, 1661, 1663, 1667, 1671, 1673, 1674, 1683, 1685, 1690, 1707, 1710	180	3790	3810	5105	3790	1450	1490	2765	3040	3870	1480	1080
M—63 15½-26/28–144	1723, 1724, 1772, 1779, 1770	200	4180	4180	5680	4180	1600	1600	2975	3275	4170	1660	1210
T—57 18/24 72	2004, 2005	150	2320	2340	3100	2320	860	910	1715	1890	2415	860	615
T—57 18/24 55	2010, 2012	130	1855	1870	2485	1855	685	725	1370	1510	1930	685	490
T—57 18/24 74	2013	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—63 18/24 61	2026	150	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—63 18/24 81	2027, 2028	160	2035	2055	2690	2035	750	805	1520	1675	2140	720	515
T—57 18/24 64	2032, 2035	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57 18/24 67	2070, 2074, 2086	140	2160	2180	2895	2160	805	850	1600	1760	2250	800	575
T—57 18/24 73	2098, 2099	150	2320	2340	3110	2320	860	910	1715	1890	2415	860	615
T—57 18/24 66	2105, 2112	140	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57 18/24 79	2018, 2111	160	2210	2225	2960	2210	825	870	1635	1800	2300	820	590
T—57 18/24 73	2114, 2122	140	2490	2515	3335	2490	935	990	1850	2030	2595	935	675
T—63 18/24 86	2127, 2129	160	2300	2325	3040	2300	835	900	1710	1890	2415	805	570
T—57 18/24 81	2124, 2125, 2126, 2128, 2130, 2132, 2133	160	2475	2495	3320	2475	920	975	1830	2015	2580	920	660
T—57 18/24 86	2142, 2146, 2147	160	2480	2505	3325	2480	925	980	1840	2020	2585	925	665
T—57 18/24 83	2157, 2167	160	2490	2510	3335	2490	930	985	1845	2030	2595	930	670
T—57 18/24 88	2186	150	2480	2500	3325	2480	925	975	1835	2020	2585	925	665
T—69 19/24 101	2209	180	2810	2835	3640	2810	1030	1115	2095	2305	2945	945	675
T—69 20-29/26 100	2216, 2217, 2218, 2219, 2220	180	2615	2625	3555	2615	965	990	1885	2080	2665	995	710
A—84 15-25/28 110	3001, 3002, 3003	185	3100	3130	4215	3100	1120	1190	2290	2530	3250	1140	805
A—79 15-25/28 102	3016, 3017, 3018, 3019, 3020	200	3190	3220	4340	3190	1150	1225	2360	2605	3350	1180	830
A—81 20/28 105	3025, 3026, 3041	200	......	......	......	......	......	......	......	......	......	......	......
C—51 19/30 101	2503, 2506	......	......	......	......	......	......	......	......	......	......	......	......
C—51 19/30 96	2507, 2511	......	......	......	......	......	......	......	......	......	......	......	......
ALLOWANCE FOR EMPTY AND UNDERLOADED CARS—MS.	Less than 40 Ms		6	6	6	6	3	3	6	6	6	3	3
	40 to 50 Ms		3	3	3	3	0	0	3	3	3	0	0
	More than 50 Ms		0	0	0	0	0	0	0	0	0	0	0

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* Use rating Oakland to Mendota for freight trains between Oakland and Port Costa.

† Trains with over 60 per cent engine rating will be given switch engine helper out of Oakland yard. West Oakland Yard Master must observe this.

** For freight trains on Santa Rosa Branch use rating Niles to Tracy. For freight trains on Calistoga Branch use rating San Jose to Oakland. For freight trains on Santa Clara use rating Lathrop and Fresno.

TONNAGE RATING—Continued.

To find maximum load that can be hauled at ten miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be. "F" denotes full number cars allowed which must not be exceeded in any case.

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
West Oakland and Oakland	1.50	1.93	Port Costa and Benicia			Dixon and Tremont	2.13	1.38	Acampo and Lodi	1.00	1.33	Pleasanton and Sunol	1.26	1.72
Oakland and Stockyard	1.50	1.50	Benicia and Army Point	2.77	2.77	Tremont and Davis	1.66	1.00	Lodi and Castle	2.20	2.66	Sunol and Niles	1.17	F
Stockyard and West Berkeley	1.50	1.50	Army Point and Goodyear	2.77	2.77	Davis and Webster	F	1.73	Castle and Stockton	2.00	2.77	West Oakland and Melrose	2.29	1.40
West Berkeley and Stege	1.50	2.66	Goodyear and Teal	2.77	2.77	Webster and Sacramento	1.47	1.33	Stockton and Lathrop	2.66	1.80	Melrose and San Leandro	1.53	1.40
Stege and San Pablo	1.50	2.00	Teal and Suisun	2.77	2.77	Sacramento and Brighton	1.84	1.00	Lathrop and Banta	2.66	1.08	San Leandro and Haywards	1.22	1.30
San Pablo and Pinole	1.93	1.36	Suisun and Vanden	1.03	2.77	Brighton and Florin	1.00	2.14	Banta and Tracy	1.23	1.08	Haywards and Niles	1.01	1.12
Pinole and Rodeo	2.40	2.00	Vanden and Cannon	1.03	2.77	Florin and Elk Grove	2.00	1.46	Tracy and Midway	F	1.22	Niles and Warm Springs	1.09	1.00
Rodeo and Vallejo Jct	2.66	1.83	Cannon and Elmira	1.21	1.00	Elk Grove and McConnel	2.00	2.66	Midway and Altamont	F	1.00	Warm Springs and Milpitas	2.00	1.08
Vallejo Jct. and Crockett	F	1.83	Elmira and Batavia	1.47	1.66	McConnel and Galt	1.66	1.00	Altamont and Livermore	1.00	F	Milpitas and San Jose	1.01	2.76
Crockett and Port Costa	2.66	2.53	Batavia and Dixon	1.47	1.46	Galt and Acampo	2.00	1.33	Livermore and Pleasanton	1.26	5.47			

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Mendota and Firebaugh	1.66	2.60	Ingomar and Linora	1.73	1.50	Vernalis and Yarmouth	1.30	2.66	Byron and Brentwood	1.93	1.50	McAvoy and Bay Point	1.66	2.33
Firebaugh and Oxalis	2.00	F	Linora and Gustine	2.33	1.47	Yarmouth and Lyoth	2.66	2.00	Bentwood and Neroly	1.50	1.50	Bay Point and Avon	2.66	2.66
Oxalis and Dos Palos	1.93	2.66	Gustine and Newman	1.66	2.66	Lyoth and Tracy	1.50	2.66	Neroly and Antioch	1.50	F	Avon and Martinez	2.53	2.66
Dos Palos and Agatha	1.60	2.66	Newman and Crows Landing	2.66	1.50	Tracy and Bethany	1.50	1.83	Antioch and Los Medanos	1.50	2.00	Martinez and Port Costa	F	2.26
Agatha and Los Banos	1.33	2.00	Crows Landing and Emerald	1.73	2.00	Bethany and Herdlyn	1.53	1.53	Los Medanos and Cornwall	1.50	2.33	Port Costa and Crockett	2.66	2.53
Los Banos and Volta	1.40	1.53	Emerald and Westley	1.33	1.66	Herdlyn and Byron	2.66	1.83	Cornwall and McAvoy	1.53	2.66	Crockett and Vallejo Jct	F	1.83
Volta and Ingomar	1.50	2.33	Westley and Vernalis	1.60	1.53									

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Fresno and Herndon	1.50	2.00	Berenda and Minturn	1.50	2.60	Merced and Atwater	2.00	2.00	Turlock and Keyes	2.30	F	Modesto and Ripon	2.20	F
Herndon and Madera	1.50	1.90	Minturn and Athlone	1.50	2.20	Atwater and Livingston	1.80	F	Keyes and Modesto	2.00	2.00	Ripon and Lathrop	1.90	F
Madera and Berenda	1.50	2.50	Athlone and Merced	1.60	2.10	Livingston and Turlock	1.80	F						

STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.	STATIONS.	East.	West.
Santa Rosa and Melitta	5.80	1.22	Annadel and Kenwood	1.76	1.22	Glen Ellen and El Verano	1.58	F	Shellville and Napa Jct	2.94	1.36	Creston and Cordelia	1.00	F
Melitta and Annadel	3.90	1.22	Kenwood and Glen Ellen	1.58	1.43	El Verano and Shellville	2.35	6.00	Napa Jct. and Creston	F	1.00	Cordelia and Suisun	4.30	2.40

G. D. WRIGHT,
DIV. TRAIN MASTER, Oakland Pier.

G. E. GAYLORD,
DISTRICT TRAIN MASTER, West Oakland.

JAS. RUMSEY,
DISTRICT TRAIN MASTER, Suisun.

A. E. HAWKINS,
DISTRICT TRAIN MASTER, Tracy.

SUPERINTENDENT'S OFFICE—OAKLAND PIER, CAL.

TRAIN DISPATCHERS

C. E. NORTON, CHIEF.
E. ENTLEMAN, ASST. CHIEF.

W. E. DAVIDSON.
D. S. TROTH.
J. P. GALLAGHER.

W. J. CASSELMAN.
E. VROOMAN.
D. BLAKE.

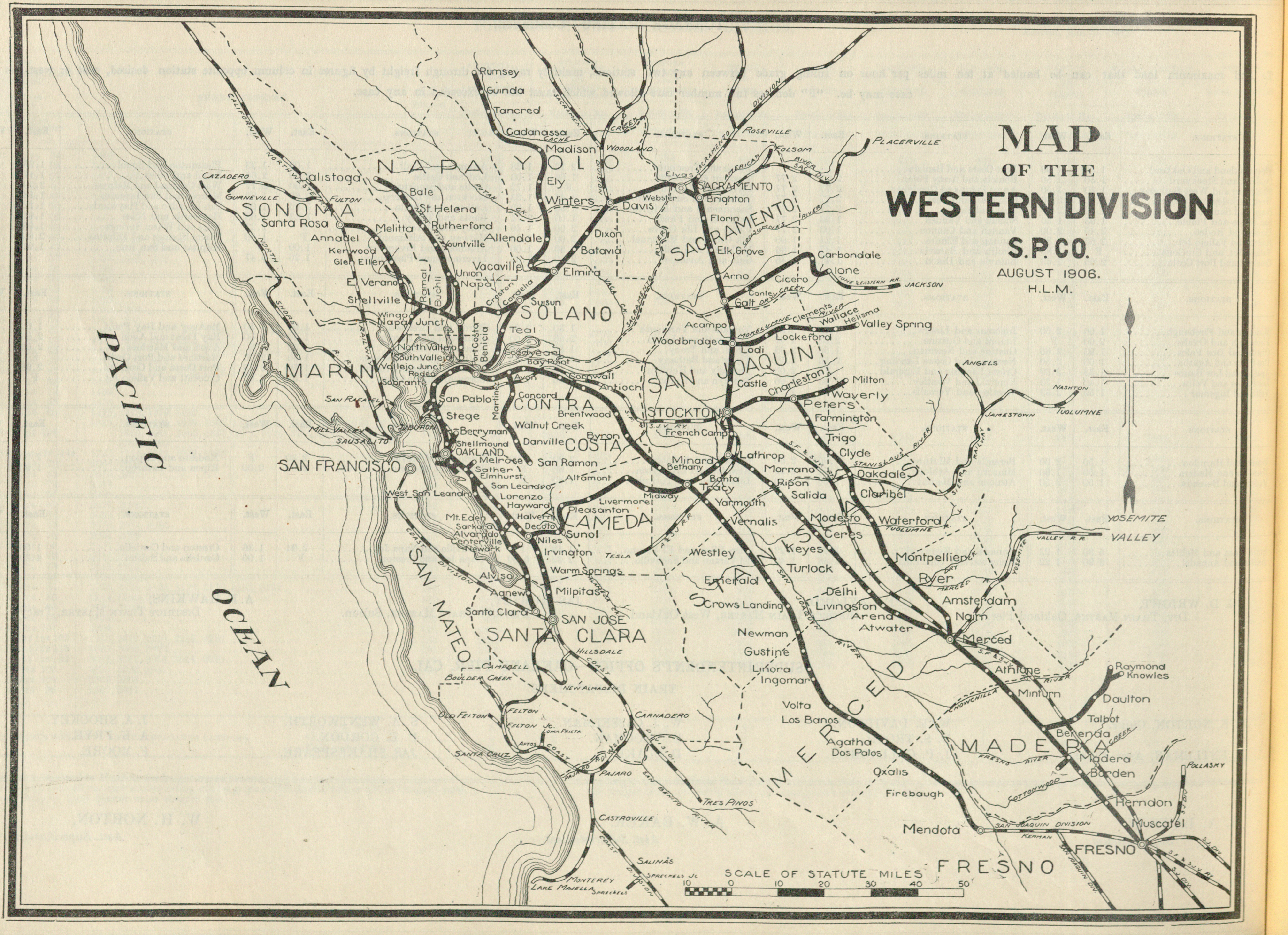
S. A. WENTWORTH.
F. E. GORDON.
JAS. SHAKESPEARE.

J. A. SHOCKEY.
A. K. FRYE.
F. MOORE.

T. A. LAWSON,
Superintendent.

A. W. BAKER,
Asst. Superintendent.

W. H. NORTON,
Asst. Superintendent.



MAP OF THE WESTERN DIVISION S.P.CO.
AUGUST 1906.
H.L.M.
PACIFIC
OCEAN
NAPA
YOLO
SONOMA
SOLANO
MARIN
SACRAMENTO
SAN JOAQUIN
CONTRA COSTA
ALAMEDA
SAN MATEO
SANTA CLARA
STANISLAUS
MERCED
MADERA
FRESNO
Rumsey
Guinda
Tancred
Cadanassa
Madison
Woodland
Ely
Winters
Davis
Dixon
Batavia
Elmira
Vacaville
Allendale
Calistoga
Bale
St. Helena
Rutherford
Yountville
Oakville
Union
Napa
Cazadero
Gurneville
Fulton
Santa Rosa
Annadel
Melitta
Kenwood
Glen Ellen
El Verano
Shellville
Wingo
Napa Junct.
Suisun
Teal
Cordelia
Creston
Rennel
Buchli
Port Costa
Benicia
North Vallejo
South Vallejo
Vallejo Junct.
Rodeo
Sobrante
San Rafael
Mill Valley
Sausalito
Tiburon
San Pablo
Stege
Berryman
Shellmound
OAKLAND
SAN FRANCISCO
Melrose
Sather
Elmhurst
San Leandro
West San Leandro
Lorenzo
Hayward
Halvern
Decoto
Mt. Eden
Sarkara
Alvarado
Centerville
Newark
Niles
Sunol
Irvington
Warm Springs
Alviso
Agnew
Milpitas
Santa Clara
SAN JOSE
Hillsdale
Campbell
Boulder Creek
New Almaden
Old Felton
Felton
Felton Jc.
Loma Prieta
Santa Cruz
Aptos
Pajaro
Carnadero
Tres Pinos
Castroville
Salinas
Spreckels Jc.
Spreckels
Monterey
Lake Majella
Coast Division
Martinez
Avon
Bay Point
Cornwall
Antioch
Concord
Walnut Creek
Danville
San Ramon
Brentwood
Byron
Altamont
Livermore
Pleasanton
Midway
Tesla
Bethany
Minard
Banta
Tracy
Lathrop
Yarmouth
Vernalis
Westley
Emerald
Crows Landing
Newman
Gustine
Ingomar
Volta
Los Banos
Agatha
Dos Palos
Oxalis
Firebaugh
Mendota
Kerman
Elvas
SACRAMENTO
Brighton
Webster
Florin
Elk Grove
Arno
Galt
Acampo
Woodbridge
Lodi
Castle
STOCKTON
French Camp
Farmington
Peters
Charleston
Waverly
Milton
Carbondale
Ione
Cicero
Conley
Jackson
Ione Eastern R.R.
Clements
Wallace
Helisma
Valley Spring
Lockeford
Roseville
Folsom
Placerville
Sacramento Division
Placerville Div.
Trigo
Clyde
Oakdale
Claribel
Morrano
Ripon
Salida
Modesto
Ceres
Waterford
Keyes
Turlock
Montpellier
Ryer
Delhi
Livingston
Arena
Atwater
Amsterdam
Nairn
Merced
Athlone
Minturn
Berenda
Madera
Borden
Herndon
Muscatel
FRESNO
Raymond
Knowles
Daulton
Talbot
Pollasky
Angels
Jamestown
Nashton
Tuolumne
Sierra Railway
YOSEMITE VALLEY
Yosemite Valley R.R.
S.F. & S.J.V.
S.J.V. Ry.
S.J. Div.
San Joaquin Division
Cache Creek
Putah Creek
Sacramento River
American River
Cosumnes River
Mokelumne River
Stanislaus River
Tuolumne R.
Merced R.
San Joaquin River
Chowchilla River
Fresno River
Cottonwood
Berenda Creek
San Benito River
SCALE OF STATUTE MILES
10 0 10 20 30 40 50